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ANNEX

KHAN
TOCKEY

1515
KAN

MARITIME GEOGRAPHY

AND

STATISTICS,

OR

A DESCRIPTION

OF THE

Ocean and its Coasts,

MARITIME COMMERCE, NAVIGATION,

&c. &c. &c.

"Le Trident de Neptune est le Sceptre du Monde."

By JAMES HINGSTON TUCKEY,

A Commander in the Royal Navy.

IN FOUR VOLUMES.

VOL. II.

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MARITIME GEOGRAPHY.

FRANCE.

Com.

THE *Kingdom* of France returned within its antient limits, by the greatest revolution in the history of nations, is washed by the British Sea and English Channel on the north, by the Bay of Biscay on the west, and by the Mediterranean on the south. The extent of coast on each of these seas is

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To the west of Calais commences a succession of chalky cliffs, and here and there the sea has thrown up ridges of pebbles on the beach, resembling the dike of Dobberan in Mecklenburg. Cape Blancnez is the first point of land west of

Coasts. Calais, and Cape Grisnez, W. S.W. four leagues from the same town, is the nearest point of France to the coast of England, being distant from Dover eighteen miles. W. N.W. four leagues from Cape Grisnez is the Calbarde bank, two leagues long, and with only fourteen to fifteen feet water.

The Coast of Britany and a part of that of Normandy, are defended from the invasion of the sea by enormous masses of granite, which, however, have not been able to resist the constant action of the Atlantic waves, driven against them by the prevailing westerly winds, and which have formed numerous bays, peninsulas, capes, and isolated rocks.

The Bay of Calvados is bounded by Cape de Caux or Antifer on the east, and by Cape Barfleur on the west. The Calvados rocks in this bay are a ledge above water, two leagues long, lining the shore, and have their name from a Spanish ship wrecked on them.

The Seine empties itself into the east part of Calvados bay, and on the north point of the entrance, Cape la Heve, are two lights. Cape Barfleur is a low promontory, with a light-house on one of its rocky points, called Cape Gatteville, which projects 300 fathoms into the sea, and is naturally level with it, but has been raised to prevent the waves breaking against the light-house; which latter is of granite, and is 103 feet high.

The Gulf of St. Malo, is a great indentation between Cape la Hague on the east and Brehat island on the west. On Cape la Hague is an old

castle. This gulf forms several bays of which Concale, St. Malo, Ferney, and St. Brieux, are the most considerable. Concale bay at the S.E. extremity of the gulf, has ten leagues of coast, with good anchorage for the largest fleets in four to thirteen fathoms; but there are several dangers in it, so that it, as well as all the coast from Cape la Hague to Ushant, requires experienced pilots. Ferney bay is limited on the west by Cape Frehel, high and steep, with a light-house. This point is likewise the east limit of St. Brieux bay, which has good anchorage in ten fathoms, but is filled with rocks and islands. Near Morlaix a vast submerged forest of oak, yew, and birch has been lately discovered. Coasts.

Doubling Ushant, we quit the English Channel and enter the Bay of Biscay, the Gulf of Gascony of the French and the antient *Oceanus Aquitanicus*, of which Cape Ortegal is the south limit. This gulf is chiefly remarkable for the heavy sea produced in it by N.W. winds, and for the constant S.E. current setting into it. The coast from Ushant to the Gironde is much broken by bays and mouths of rivers, and has many islands. The principal bays necessary to notice here are Douarnenez, which in north and N.E. winds affords good anchorage for the largest fleets in ten fathoms; Audierne or Hodierne, which is open, and Quiberon, formed by a peninsula on the west; the Gulf of Morbihan, a kind of sea lagoon with many inhabited islands formed on the east by the penin-

Coast. sula of Rhuys, and the Bay of Bourgneuf, within the isle of Noirmoutier.

The rocks of Penmark off the south point of Audierne bay are many black masses, of which that named the Torch is separated from the main by a narrow channel, called the Monk's Leap. On the coast near Crozon are several caverns, thirty to forty feet high, and sixty to eighty broad, which serve as retreats to aquatic birds, and in storms the waves rush into them with great fury and noise. Near Plougef is an abyss in which the sea engulfs itself with a horrid uproar. The rocks at the bottom are of a reddish colour, and from the effects of the vapour, appear to be in movement, whence it has received the name of Hell. Point Raty is a naked rock rising perpendicularly from the sea to 300 feet; near it is the Bay of Trépassés, thus named from the great number of shipwrecks in it. Near Brigueau are also many sea-worn caverns, and another abyss named Belaigenet, as well as a circular basin in the rock, called Diana's Bath, which art could not surpass in proportion or execution.

From the entrance of the Gironde to the Adour, a distance of sixty leagues, the coast is entirely composed of sandy downs named *Landes*, from one to three leagues broad, and which continually encroach on the cultivated grounds, at the estimated rate of seventy-five to eighty feet a year; so that if this progression continued, Bordeaux would be overwhelmed in eighteen centuries. Even in modern times several villages have disappeared, and

at

at present the inhabitants of Verdan are frequently obliged to clear the streets of the sand blown into them by strong westerly winds. The declivities of these downs towards the sea are totally bare of vegetation, with the exception of a few weak gramens and the *arenaria peploides* (sea chick-weed) which are scantily spread in some hollows, sheltered by the temporary elevations of the sands. Since 1788, the government has attempted checking the progress of the downs, by raising pines from seeds on their internal declivities, and as far as the experiment has been tried, it is said to have succeeded. While the sand of these downs is overwhelming the cultivated lands, the sea undermines and encroaches on them, and the bank of Matoc, overflowed every high tide, is the remains of a considerable tract of land thus washed away. On this desolate coast are several lakes or lagoons communicating with the sea by channels called *Bocauts;* the principal of them is the basin of Arcaçon, fifteen leagues in circuit, but almost useless to navigation. The portion which is sheltered by the pine forest of Arcaçon from south and S.W. winds, has sufficient space and depth for 100 sail of the line, but the winds and waves from the north and N.W. drive such quantities of sand and gravel into the basin, that the channels are continually shifting, so that permanent landmarks would be useless. This inconvenience however might be overcome by a regular system of pilotage, and an excellent naval station be formed

Coasts.

Coasts. here, at least for frigates. There are two channels; the northern called the Papon Passage, is between Cape Feret on the north, and Teray island; it is a mile broad, but at present is impracticable. The southern channel is between Teray Island and Cape Brunet on the south, and is difficult and dangerous; the little wooden battery of la Roquette, which defends it, is on a point, and mounts three or four field pieces. The basin of Arcaçon has a productive fishery of roach, mackarel, soles, sprats, and oysters. The taking of wild ducks in the season is also a profitable branch of industry; these birds arrive in vast numbers at the beginning of winter, and are caught in nets spread over the sand-banks and elevated by long poles. At night when it does not rain, and they consequently cannot quench their thirst on the wing, in skimming over the basin towards the fresh lakes and marshes they get entangled in the nets, and are sent by cart-loads to Bordeaux.

Near Biaritz are some singular grottoes, and rocks resembling the ruins of temples, bridges, &c. formed by the action of the waves. Amongst the caverns is one called the Chamber of Love, which in shape resembles the half of a bee-hive cut vertically, and is forty feet in diameter and twenty feet high. All the rocks are composed of very fine yellow sand, strongly agglutinated, and containing vast quantities of numismal stones, very small and white. From hence to Cape St. Martin,

Martin, the shore is formed of perpendicular cliffs forty-eight to fifty feet high, and furrowed with ravines. Coasts.

There are few if any countries better watered than France, her rivers being extremely numerous, though she has none of the first class, and but few of the second or third. Those that fall into the British Sea and English Channel are, Rivers.

Aa,	at Gravelines
Hames,	Calais
Selagne,	S. of Cape Grisnez
	Ambleteuse
Simereux,	between Ambleteuse and Boulogne
Liane,	Boulogne
Canche,	Etaples
Authie,	Rochelle
Somme,	S. Valery
Bresle,	Treport
Yers,	Criel
Bethune, Arques,	Dieppe
Saone or Seye	
Durdan,	
Vittefleur,	
Seine,	Le Havre
Rille,	into the Seine below Pont-Audemer
Coesnon, Cardequin, Bied Jean,	Bay of Concale
Rienne,	St. Servan
Rance,	Port Solidor
Arguenon,	Plancoet
Tremur,	Matignon
Touques,	at Touques
Dive,	Dives
Orne,	below Caen
Drome,	Port en Bassein
Seule,	Courseulle
Vire,	Isigni
Taute,	Carentan
Sinope,	Quineville
Saire,	Reville
Divette,	Cherburg
Dielette,	
Ay,	Lessay
Sienne,	between Agon and Regneville
Venlee,	Cingreville
Boscq,	Granville
Tar, Seez, Selune, Ardee,	Bay of Concale
Benrie,	
Trieux,	Lezardieu
Treguier,	
Guer,	Lanion
Zin,	St. Michael
Relacq,	Morlaix

Rivers.

Guessan, at		Abervack,	between the Isle of Bas and Brest
Lie,		Aberbenoit,	
Goy,	St. Brieux	Aberhaut,	

The rivers that empty themselves into the Atlantic are,

Landerneau,	Brest Harbour	Loire,	below Nantes
Hieres,		Falleure,	Pornic
Auzon,		Vie,	St. Gilles
Odet,	below Quimper	Jauncey,	
Benaudet,	four leagues from Quimper	Lausance,	
		Le Yon,	
Isotte,	below Quimperle	Guy,	Talmont
Elle,		Angle,	Angle
Laita,	Port Louis	Lay,	Pertuis Breton
Scorff,		Sevré,	
Blavet,		Charente,	Rochefort
Detel,		Seudre,	near Mavennes
Auray,	Auray	Gironde,	below Bordeaux
Marle,		Leyre,	basin of Arcaçon
Vilaine,	below Roche Bernard	Adour,	Bayonne
		Nivelle,	St. John de Lua

The Somme receives vessels of considerable size, and boats go up with the tide to Abbeville. The Seine has its source at St. Seine in the department of Côte d'Or, passes through Paris, and after a course of 150 leagues, empties itself into the Bay of Calvados at le Havre de Grace. It is navigable for vessels of 200 tons to Rouen, to Paris by vessels of 100, and to Mery by barges.

The Orne is ascended by vessels of eight or nine feet to Caen. The Vilaine is navigable for large boats to Rennes by means of sluices, and for vessels

vessels of 200 tons to Redon. The Loire has a course of 200 leagues, but is shoal and much encumbered by banks. At its mouth are two small islands forming two channels, which require pilots, who are usually taken at Belle Isle. Vessels of burden unload at Bourgneuf or Paimbouf into small craft, which convey their cargoes to Nantes; barges ascend from Nantes to Orleans, where they enter a canal which communicates with the Seine. The Lay empties itself into the Pertuis-Breton, is navigable for vessels of sixty tons to Moricq two leagues, and two leagues farther for boats of fifteen tons. Rivers.

The Charente, after a course of eighty leagues, empties itself eight miles below Rochefort. It is navigable for boats of eighty tons, by means of sluices, to Angoulême. The Gironde is formed by the junction of the Garonne and Dordogne, which unite twenty-two leagues from the sea at the point called Bec d'Ambez. The Dordogne presents a phenomenon named the Mascaret, and vulgarly the Water Rat. It happens chiefly in summer when the river is low, and commences at the Bec d'Ambez where the rivers unite: it is an elevation of water that ascends with great rapidity and noise, and which is felt eight leagues above the Bec d'Ambez. The banks of rock and sand at the mouth of the Gironde form five channels, two of which are only fit for ships of burden, having twenty-five and twenty-six feet at low water. On a rock level with the water is Cordouan light-

light-house, a tower erected at the end of the sixteenth century by Henry IV. Its total height is 175 feet, and the circuit of the base about 400. Its entry is at E.S.E. It burns about 250lb. of coals a night in winter. Verdan Roads are within the shoals. Here is an insignificant village and another at Pouillac, ten leagues below Bordeaux, where ships usually anchor to wait for wind or tide to go up to the city.

The Adour has its source in the Pyrennees, and after a course of fifty leagues, empties itself by a channel called the New Bocaut, the old mouth being six leagues farther north, and rendered impracticable by the sand brought down by the freshes. The new channel is also crossed by a bar on which is but three feet at low water, fifteen at common tides, and eighteen at high water springs. Within the bar is five fathoms up to Bayonne, and barges go up to St. Servan.

France has, next to England, carried the system of canals to a greater perfection than any other nation of Europe. Besides numerous canals in the interior which facilitate commerce, those which form communication between the various branches of the ocean are, 1st. The canal of Briare or Burgundy, which uniting the Seine and Loire, open an inland navigation from the English Channel to the Bay of Biscay. It has forty-two locks. The canal of Languedoc, or canal of the south, unites the Bay of Biscay and Mediterranean. It commences near Agde, and at Beziers has a tunnel

nel arched with stone 700 feet. At St. Feriol is a reservoir of 595 acres; this canal joins the Garonne at Toulouse; its breadth, including the towing paths, is 144 feet, depth six feet, and length sixty-four leagues. Rivers.

Dunkirk (*church of the Downs,*)* is a considerable town of 26,000 inhabitants, who derive their chief support from fishing and smuggling in peace, and from privateering in war. The principal contraband trade is in gin and tea to England: it also exports, legally, a quantity of salt and wine to the north. It is a maritime prefecture. Its port is formed by two wooden jetties, and is defended by a redoubt on each side. It has no fresh water but that collected in cisterns from rains. In 1658 Dunkirk was taken by the Dutch from the Spaniards, and ceded to England, but two years after Charles II. sold it to France for £250,000, when it was declared a free port, and continued so till 1793. By the treaty of Utrecht (1713) it was stipulated that the fortifications should be destroyed, and the port rendered useless; but though this destruction was effected, Louis XIV. immediately cut a canal from Mardike, which gave the port almost all its former advantages. England, however, obliged him to shut up this canal, and

Port Towns, French-Flanders. — Département du Nord.

* From a church said to have been built here by St. Eloi.

Dort Towns. French Flanders. — Département du Nord.

and to promise that no works of this nature should be executed within two leagues of Dunkirk. But in 1720 the sea having broke through the bar formed across the haven's mouth, it again became accessible to ships, and England being at war with Spain, France took advantage of it to reconstruct the jetties and fortify it; and though by the treaties of Aix la Chapelle and Paris, the destruction of these works was stipulated, France contrived always to elude the execution, and the Dunkirkers have ever since carried on their old trades of smuggling in peace and privateering in war.

Mardike is a fishing village between Dunkirk and Gravelines; the latter is a fortified town of 3,000 inhabitants, ceded to France by the treaty of the Pyrennees (1660). It is at the mouth of the Aa, among marshes, and has only a dry tide haven for small craft.

Départ. Pas de Calais.

CALAIS, situated on an opening of the cliffs, contains 6,500 inhabitants, a great number of whom are employed in the herring and mackarel fisheries. It exports some corn, brandy, hogs, and poultry to England. Its haven is formed by the mouth of the little river Hames, enclosed by two jetties of wood, on one of which is a light-house: it almost dries at low water, but has nineteen feet at high. Several strong forts command the entrance, and the town is surrounded by a ditch and rampart, and protected by a citadel: the country round may also be laid under water. Packets sail every

second

second day between Calais and Dover with the mail. Escalle is a small fishing village two leagues W. of Calais, and Ambleteuse, a little town at the mouth of a river that falls into St. John's Cove, which affords good anchorage in fifteen to five fathoms, sheltered, from N.E. to S.E. Here Cæsar embarked his cavalry for the invasion of England. Port Towns. Picardie. Département Pas de Calais.

Boulogne, at the mouth of the little river Liane, has 10,500 inhabitants, chiefly employed in the home fishery. It has only a dry tide haven, but large ships anchor in the roads well sheltered from easterly winds. North of the river's mouth is a high tower, and to the south some ruins, supposed to be the antient *Gessoriacum* and *Portus Iccius*, from whence Cæsar embarked for England. Dannes, Caneres, and Etaples (1,800 inhabitants), are insignificant fishing villages; the latter is on the right bank of the Canche a league from its mouth. Berk-sur-mer is on the right bank of the Authie and Rochelle on the left; this river is navigable for boats to Montreuil.

Le Crotoy, on the right bank of the Somme, has 3,000 inhabitants, and St. Valery, on the left bank, about the same number; they have some trade, particularly in coals and lead. Cayeux; Ault (1,000 inhabitants). Dép. Somme.

Mers and Chaussée d'Eu are fishing villages. Le Treport, at the mouth of the Bresle, (2,000 inhabitants), has a tide haven for coasters and a good road. Eu, on the left bank of the same river, (3,000). Small vessels only can enter the river Normandy. Dép. Seine Infér.

Port Towns. Normandy. Dépt. Seine Infér.

river with the tide. Criel, on the Yers, (1,000 inhabitants). Tocqueville and Penly are small villages.

Dieppe, at the mouth of the Bethune, where it receives the Arques, has twenty to 25,000 inhabitants, an important foreign trade, and considerable share in the home and foreign fisheries. Its haven dries at low water, but has three fathoms and a half at high, and opposite the town vessels of sixteen feet draft can lay afloat; to the west is a road for large ships. The haven is enclosed between two handsome brick moles; and it has an old castle. In peace a packet-boat sails from hence to Brighton, the distance being sixty-six miles; and the English coast is seen from a tower of Dieppe in clear weather.

Pourville, St. Aubin, Veulles; St. Valery en Caux, 5,000 inhabitants, has a little tide haven for coasters: here William I. embarked for England. St. Leger, Port Sanciette, Dallas, and Eletot, are fishing places between Dieppe and Fecamp, which latter is a town of 7,000 inhabitants, with a port in which is twelve feet at low water. Valletot, Yport, St. Jouin, Hagueville, and la Bruyere, are small villages between Fecamp and the mouth of the Seine.

Le Havre de Grace,* on the right bank of the Seine, one league from Cape la Heve, is built on an acclivity between two hills; it is surrounded by

* Has its name from an antient chapel adjoining.

by high walls with ditches and a regular citadel, has 20,000 inhabitants, and is a maritime prefecture. Its harbour dries at low water, has twelve feet in common tides and twenty-five in high springs. It has also the singular advantage that the tide does not begin to fall until three hours after high water, the cause of which seems to be, that the current of the Seine crossing the harbour's mouth with great force at the beginning of the ebb, confines the water in the harbour. The favourable situation of Havre, communicating with Paris by the Seine, rendered it extremely commercial before the war, when it had a considerable West-India trade, and a number of vessels in the Greenland and Newfoundland fisheries. Harfleur is two leagues above Havre, on the little river Lezarda, which formerly admitted vessels, but being now filled up, a canal has been cut between it and Havre, and the antient port of Harfleur is now converted into gardens. *Port Towns, Normandy.*

Honfleur, on the left bank of the Seine, has 8,000 inhabitants and a considerable trade, exporting chiefly ship timber and corn. Touques, two miles and half up the river of the same name, to which large boats go up with the tide. Villers Boccage, 700 inhabitants, Dives, 400 inhabitants, on the right bank of the river of the same name, and Cabourg on the left bank. Salinelle, on the right bank of the Orne, Oysterham, Bernier, Grey, Conie, Langrane, Ryes, Port-en-Bassein, at the mouth of the Drome, and St. Honorine are all villages, of from 300 to *Dép. Calvados.*

Port. Towns. Normandy. Dép. Calvados. to 800 inhabitants; besides having a number of boats employed in the coast fisheries, they export along shore, cyder, apples, fire-wood, &c. Isigni, at the confluence of the Esques with the Vire, eight miles from the sea, has 2,000 inhabitants; vessels of eight or nine feet draft go up to it with the tide, and export the salt made in its neighbourhood, bees'-wax, cyder, butter, &c. It has also a good salmon fishery on the Vire.

Dép. La Manche. Carentan, on the Taute, two leagues from its mouth, has 3,000 inhabitants, and exports cattle and butter. Vaye, St. Martin, [Racine], St. Mary le Monde, are inconsiderable villages. La Hogue has a dry tide haven, with thirteen feet high water springs. Off it was fought the great naval action in 1692, between the English and Dutch combined fleets, under Admiral Russel, and the French fleet commanded by Tourville, in which the latter was totally defeated. St. Vaas, Reville, Belville, Le Bequet, are villages of little consideration.

Cherbourg, two leagues W. of Cape Levi, on which is a light, and at the mouth of the little river Divette, 10,000 inhabitants; has naturally only a tide haven, enclosed by moles, and which nearly dries at low water, but has thirteen feet at high. The road is, however, capable of holding 500 ships, and enormous sums of money have been expended in the attempt to construct a mole, by sinking cones to render it a secure station for line of battle ships. This mole or dike crosses the entrance of the road, leaving a passage at each end

end 1,000 feet wide, on which are block-houses and forts. The sea has, however, frequently damaged this work, and besides it only shelters two to three ships of the line. In order to form a port here for a fleet, in spite of nature, Buonaparte had a basin cut out in the solid rock to contain ten ships of the line always afloat, the bottom of it being sunk thirty feet below the level of the sea at low water. This work was finished in 1813, and opened in the presence of the Empress with an imposing ceremony. *Port Towns: Normandy.* *Department La Manche.*

Barneville, on a cove west of Cherbourg, and Lessay, on the Ay, opposite Jersey, are small places. Coutance, on a hill on the bank of a small river, two leagues from the sea, is an antient town of 900 inhabitants, with a magnificent cathedral.

GRANVILLE, a walled town of 12,000 inhabitants, is situated on an eminence near the little river Boscq, has a tide haven capable of receiving vessels of 400 tons within two moles. It had formerly eighty vessels and 4,000 men employed in the Newfoundland fishery, and has a great oyster fishery. Avranches, at the foot of a mountain, past which runs the Seez, one mile and a half from the sea, is celebrated for its cyder. Pontorson on the Couesnon, has 1,000 inhabitants, receives only boats.

DOL on the Cardequin, two leagues from its mouth, has 2,700 inhabitants; exports cyder, flax, and wheat. *Britany.* *Department Ille et Vilaine.*

CANCALE, 3,000 inhabitants, on the west side

Port Towns: Britany. Ille et Vilaine

of Cancale Bay, is celebrated for its oysters. Its haven only receives fishing boats.

St. Malo contains 10,000 inhabitants, and is built on a rocky island, antiently called Aaron, now joined to the main by a causeway. The harbour is spacious but of difficult access from rocks. It nearly dries at low water, but the tide rises forty-eight feet. The town and port are defended by ten forts or batteries, mounting 250 guns, on isolated rocks. Its trade is considerable, exporting corn, sail-cloth, &c. and it had vessels employed in the Newfoundland cod fishery; in war, it is a nest of privateers. St. Servan, on the right bank of the Rienne, 1,000 inhabitants.

Department Côtes du Nord.

Port Solidor, at the mouth of the Rance, which forms a good port and is navigable for boats to Dinan.

Plancoet on the Argueron, 635 inhabitants; St. Cast, Matignon, at the mouth of the Tremur, in Fernay Bay, Plancoef, 1,200 inhabitants.

St. Brieux, on the little river Goy, which forms a small haven, has 8,000 inhabitants and some coasting trade. Rosclier, St. Quay, La Madelaine, Lernas. Paimpol, 1,700 inhabitants, has considerable coasting trade and sends ships to the Newfoundland fishery. Lezardieux on the rivet Trieux, Treguier on the river of the same name, near two leagues from its mouth, 2,600 inhabitants. Tregartel, Lanion on the Guer, two miles from its mouth, 3,000 inhabitants. St. John de Duy, a small tide haven. St. Michael, a village, on the beach.

Morlaix,

Port Towns. Brittany. Department Finisterre.

MORLAIX, at the confluence of the little rivers Lin and Relacq, two leagues from the sea, has 9,000 inhabitants: its port is defended by the castle of Taureau on an island. Vessels ascend to it with the tide: it has a considerable trade, exporting cattle, horses, hemp, flax, peas, beans, butter, tallow, honey, wax, slates and stones, lead ore, &c.

St. Pol de Leon, 5,000 inhabitants, has a tide haven; Roscoff and Ploughgoulen, within the isle de Bas, are also fishing and smuggling tide havens, with many rocks before them. Plouescat, 2,000 inhabitants. Ploughnejon. Abrevak, on a river of the same name, which empties itself into a large and well sheltered bay, but filled with rocks. Aberilduc, le Conquet, a handsome little town, and port Legan, are within Ushant.

Brest (*Brivates portus*), the chief imperial port of France, has 27,000 inhabitants. It has two roads, the outer called Bertheaume Road, and the inner, Brest Water, the communication between them being by a narrow channel, called Le Goulet (the Gullet), which is defended by a castle on a steep rock on the south side, and by a semi-circular battery on the other. Brest Water is capable of holding 500 sail of large ships. It has a superb marine arsenal, and docks. The commerce of Brest is inconsiderable, being confined to the importation, by coasters, of the objects necessary for the consumption of the fleet and inhabitants, and to the export of sprats taken near it.

Port Towns. Britany.

Camaret Road is an anchorage on the south side of Bertheaume Road.

Department Finisterre.

Crozon on the north side of Douarnenez Bay, and Douarnenez on the south, have each 2,000 inhabitants. Audierne, on the bay of the same name, has a good haven for coasters. Pont l'Abbé, a fishing town. Quimper, or Quimper Corentin, at the confluence of the Benaudet with the Oder, has 8,000 inhabitants. Concarneau on a good bay, has 2,000 inhabitants, Pontaven on a cove, a fishing town. Quimperlé, at the confluence of the Elle with the Isotte, three leagues from the sea, has 5,600 inhabitants. It was antiently the residence of the Dukes of Britany. It exports wood, corn, and cattle.

Department Morbihan.

Port St. Louis on the right bank of the Blavet on St. Louis bay, has a good port but of difficult access, its inhabitants 2,600, are principally employed in the coast fishery. Port Lorient, at the mouth of the Scorff, which also falls into St. Louis Bay, two leagues N.W. of port St. Louis, is a well fortified town with 20,000 inhabitants. Its port, which receives seventy-four gun ships, is the usual station of a small squadron, and it is the chief place of a maritime prefecture. It was formerly the depot of the French East-India Company. Its principal exports are salt and wine.

Auray, a town of 3,000 inhabitants on the river of the same name, which falls into Morbihan Gulf. Vannes (*Veneti*), the chief place of the department, has 10,000 inhabitants and is about two leagues from

from the sea, with which it communicates by the canal of Morbihan. It exports corn, iron, coals, salt, cyder, hemp, salt-fish, honey, and butter. Sarzeau, on the peninsula of Rhuys, has 5,000 inhabitants. La Roche Bernard on the Villaine, four leagues from its mouth, has 6,000 inhabitants and some coasting trade. Port Towns. Britany. Department Morbihan.

Ascending the Loire along the right bank, we meet with St. Nazaire and several other villages in succession, and arrive at NANTES (*Nammetes*), ten leagues from the sea, at the confluence of the Erdre and Sevre with the Loire. It is reckoned in the second class of cities, having 75,000 inhabitants. Its foreign and colonial trade were very considerable in peace. Large ships cannot ascend the river higher than Paimbœuf, on the left bank eight leagues below Nantes, where they discharge their cargoes into lighters to be conveyed to the city. Frigates are built at Paimbœuf, it has also a considerable coasting trade and exports a quantity of salt: its population is 7,000.

Piriac, le Croisic, 2,000 inhabitants, a dry tide haven for small craft only. It exports a considerable quantity of salt the produce of the salt marshes in the vicinity. Poulquain a small dry tide haven, with ten feet high water, one league east of Croisic; Guerande, a league from the sea, has 7,000 inhabitants and also exports salt. Department Loire Inférr.

Beyond the entrance of the Loire and in the bay of Bourgneuf, or Noirmoutier, are Pornic and Bourgneuf, 200 inhabitants.

Port Towns. Poitou.

Beauvoir on the south shore of Bourgneuf Bay, has 2,000 inhabitants.

Department La Vendée.

St. Gilles on the Vie, a small tide haven, formed by moles for vesssels of eighty tons, exports corn and salt, 800 inhabitants. Sables d'Ollone, 5,000 inhabitants, is built on a spot insulated at high water: it has a tide harbour, formed by moles for vessels of 150 tons. The Barges d'Ollone is a reef running two miles off shore. Talmont on the Guy, which empties itself within Isle Rhé.

Aunis, &c.

Marans, or Aligre, on the Sevre Niortaise, one league from the sea, amongst salt marshes, whose produce as well as fine wheat it exports, 4,600 inhabitants.

La Rochelle, a handsome and celebrated town of 18,000 inhabitants. Its commerce is considerable, exporting wine, salt, hemp, and flax-seed. It has an excellent road and a haven, formed by a dike and basin for merchant vessels.

Rochefort on the Charente, five leagues from its mouth among unhealthy marshes, 15,000 inhabitants. It is one of the imperial ports and has a large naval arsenal. Line of battle ships are obliged to take out their lower deck guns to enter the river. The streets are wide and strait, the houses low and uniform. The ramparts are handsome. There is here a depot of galley slaves, who are employed in the dock yard. Brouage, a handsome fortified town, amongst the most productive salt marshes of France.

Marennes, 4,500 inhabitants, within the isle of

of Oleron, is celebrated for its green oysters and for its salt. *Port Towns. Aunis.*

Entering the Gironde and prolonging the left bank, the first place of consideration is Royan, a decayed town, celebrated for the siege the Protestants suffered in it from Louis XIII. It has a considerable sprat fishery. Blaye, a fortified town in the department of Gironde with 3,500 inhabitants, commands the passage of the river to Bordeaux. Department Charente Infer.

Bordeaux (*Burdigala*), on the left bank of the Garonne, three leagues above its junction with the Dordogne, and thirteen leagues from the sea, is a city of the first class, having 110,000 inhabitants and the title of Bonne Ville. The river here forms a semicircular basin, 700 fathoms broad, and is lined by a superb quay, with magnificent buildings. The theatre is the handsomest in Europe. In peace, Bordeaux is the most commercial port of France, being deeply engaged in the colonial and foreign trade: its exports are wine 100,000 tons, brandy, flour, honey, salted provisions, salt and dried cod, pitch, masts, and colonial produce. By the canal of the South Bourdeaux has an inland navigation to the Mediterranean. The fountain of Aubege, celebrated by Ausonius, who was born here, is still seen. It has also some Roman antiquities. Guienne. Dep. Gironde.

La Teste de Buch, on the south shore of the basin of Arcaçon, is a trading town of 2,000 inhabitants: it exports the pitch, tar, and rosin of the neighbouring pine forests.

Port Towns. Guienne.

Department Landes.

In the department of Landes there is no port fit for any thing above a fishing boat. Mimazan is a village on the Courant, which is threatened with destruction by the approach of a sand hill, sixty feet high.

Gascony.

Department Basses Pyrennées.

Bayonne on the Adour, at the confluence of the Nive, three miles from the sea, is divided into three parts by these rivers; each part is defended by a small castle on an eminence, and the whole is commanded by a strong citadel. The population is 13,000. Though a bar which crosses the entrance of the Adour renders the access difficult, the commerce of Bayonne is very considerable. It sends into Spain, both coastways and by land, the woollens ofLanguedoc, silks of Lyons and Tours, cotton of Rouen and St. Malo. To the north it exports the wines of France and Spain, chocolate and other colonial produce, which it also procures from Spain, liquorice, &c. It formerly sent vessels to the Newfoundland fishery.

Biaritz and Bidart are villages south of Bayonne, St. Jean de Luz, on the right bank of the Nivelle and amongst marshes, has 3,000 inhabitants and a dry tide haven, with twelve feet high water; on the opposite bank is Sibourre communicating with St. John de Luz by a bridge, Socco, one league south of the latter, has a dry tide haven with nine feet high water neaps, and eleven to twelve feet springs. Andaye, on the right bank of the Bidassoa, is the last town of France.

Islands.

The islands on the coasts of France, though numerous, are in general but useless rocks, and none

none are of more than very minor consideration; Islands.
we shall therefore confine ourselves to the notice of the most considerable, or of those whose situation renders them of some moment.

The isles of St. Marcou, on the west side of the bay of Calvados, are two small round isles of middling height half a mile distant from each other, named separately, Amont and Aval. They are said to derive their name from Marcoulf, a Norman saint, abbot of St. Nanteuil, who died in 518. The largest has not more than an acre of land, but affords pasture for some cattle from La Hogue. In 1795, these islands were taken possession of by the English, as useful in facilitating the secret correspondence with the coast of France. Blockhouses were constructed on them and garrisoned by 150 seamen and marines. In 1798, the French attacked them with fifty-three gun-vessels and several thousand troops from La Hogue, but were beat back with the loss of 1,200 men, while the English had but one killed and two wounded.

Pelée island, opposite Cherbourg and distant from it three miles, is 400 fathoms long and nearly overflowed at high water: on it is a fort to defend the entrance of Cherbourg harbour. The Grelets or Mankiers, are a cluster of high rocks close to each other, forming a group of seven to eight miles in circuit, nearly midway between the isle of Jersey and St. Malo.

Chausey isles, in the Gulf of St. Malo, between Jersey and the coast of France, occupy a space of three leagues in length. Between them and the main

main is a ledge of sunken rocks, called Les Etrangers. St. Michael, in Concale Bay, is surrounded by quick sands, overflowed at every high water.

Cesembre Isle, a league and a half N.W. of St. Malo, had formerly a convent. Conchée isle, west of Cape Frehel, has a battery to defend the coast. The three islands St. Quay, St. Rioo, and Brehat, off the west point of the Gulf of St. Malo, are surrounded by a great number of rocky islets and reefs. Brehat is three leagues long, N.N.E. and S.S.W.: it is inhabited and has a boat haven, called the Chanter, on the S.W. The black rocks are N.W. of Brehat.

The isles De Her and Tomé are before the entrance of Treguier river. The Seven Islands, north of the same river, are inhabited by some fishermen.

Isle De Bas, a mile and a half from Roscoff, is a league and a half long, and has 5,000 inhabitants chiefly fishermen.

Ushant, four leagues from the extreme west point of France, is four or five miles long and three to four broad. It is steep and craggy, and its coats are so indented as to give it in the charts the appearance of a star. It has 1,600 inhabitants all fishermen living in hamlets. St. Michael's Bay on the north has good anchorage, and on the south point of the island is a light-house. Between Ushant and the main are a great number of islets and rocks above and under water.

The Saintes or Sein, off Point Raz, the north point

point of Audierne Bay, are a cluster of barren rocks inhabited by a few fishermen. The channel between them and the main is called the passage Du Raz. The isles of Glenan, two leagues S.S.E. of the entrance of the river Oder, or of Juniper, are four in number, viz. Isle aux Moutons, St. Nicholas, Penfret, and Loch. They are uninhabited. Islands.

Riantin and Groaix islands are before St. Louis bay: the latter is two leagues long, and on its south is the village of Tudy.

Le Conquet, or Quiberon island, is close to the extremity of the peninsula of Quiberon.

Belle Isle *(Calonesus)*, south of Quiberon, is the most considerable island on the coast, being six leagues and a half long and two broad. It is very high and steep, and its natural strength has been greatly augmented by fortifications on the only three accessible parts. It is fertile, producing corn in abundance, and the climate is so temperate that the cattle are left in the pastures all the year. The inhabitants are about 5,500, of whom 2,500 are collected at Palais on the N.E. side of the island, which has a haven formed by a pier of cut stone, 200 feet long and thirty broad. The walls of the citadel, which is built on a rock, also bound the haven, which is entirely dry at low water, and has only five feet at high, but the road is safe with the winds from north or N.E. Port Sauzon, on the N.W. side of the island, receives vessels of forty to fifty tons, which lay dry at low water. Port Lomarie and Port St. Andrew also receive

Bloudic. receive small craft, and each has a little village. The island exports the surplus of its wheat and oats, a considerable quantity of salt from the salt-works near Palais, and salted sprats the produce of its fishery.

The isles of Hædic and Houat, between Belle Isle and the main, are of little consequence: the former is two miles in circumference and has 100 inhabitants, all fishermen residing in a village; the second produces a little corn and has pasture for 200 head of cattle. Neither island has any haven, and the fishing boats are hauled upon the beaches. Mats and Dumet, two little isles opposite the mouth of the Villaine river.

The island of Bouin in the Bay of Bourgneuf or Noirmoutier, was a few years since separated from the main, by a channel practicable by vessels of 200 to 300 tons, but which by the accumulation of sand is now reduced to a boat passage. The island has three leagues of surface almost entirely consisting of salt marshes.

Noirmoutier (*Herio*) has three leagues surface and 5,400 inhabitants. It is extremely fertile, from the abundance of manure afforded by the sea weeds thrown upon the shore. On the N.W., W., and S.W. sides are downs, the fine sand of which is blown about by the winds and often covers the cultivated grounds and pastures. On the east side is a haven for vessels of fifty to sixty tons, and the road called Bois de la Chaise, affords good anchorage to large vessels. It exports salt.

Isle Dieu, five leagues S.W. of Noirmoutier,

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is a granite rock, a league and a half in surface, covered with a thin layer of vegetable earth and sand, producing corn enough to feed its 200 inhabitants, all fishermen, for three months of the year. A few cows and sheep form the other riches of the island. It has no haven nor any good anchorage round it.

Isle Rhe, two leagues distant from La Rochelle, is separated from the main by the channel called Pertuis Breton, with depth for large ships. The island is four leagues long and one broad and has 17,000 inhabitants. It produces neither trees, corn, nor pasture, and but some poor vines, its chief riches being in its salt-works. St. Martin, the principal place, is on the N.E., has 2,700 inhabitants and is defended by three forts. On the N.W. point of the island is a light-house, and on the north side the little inconsiderable isle d'Oie (Goose Island.)

The isle of Oleron, three leagues from the mouth of the Charente, is separated from Isle Rhe by the Pertius d'Antioch, and from the main by the Maumisson Passage, a very narrow channel, with but three fathoms at low water. Oleron has twelve square leagues of surface; is fertile, producing wine and corn, and has some profitable salt-works. St. Peter, the chief place on the east side, has 4,000 inhabitants. St. Urgent on the south, and the castle of Oleron on the N.E., are the other places of any note. On the north point of the island is the tower of Chassiron, in which two wood fires are kept burning at night to serve as lights.

Islands. lights. The isles Aix and Madade, are between Oleron and the Charente, the mouth of which river is commanded by a fort on isle Madame. Basque road is the anchorage between the isles Rhe and Aix, where the Rochefort squadron lays previous to putting to sea.

Commerce. The general prejudice in France against the profession of a merchant, threw almost the whole trade of the kingdom into the hands of foreigners, until the reign of Louis XIV.; for although Henry IV., feeling the necessity of an active maritime commerce to the national prosperity, encouraged the multiplication of merchant ships, by laying a tonnage duty on all foreign vessels, while Cardinal Richelieu, in the reign of his successor, created societies for the extension of trade, as well as a council of commerce; and though, under the administration of Colbert, the active foreign trade received still greater encouragent, and a commercial maritime code was formed in 1681, nevertheless the increase of merchant marine was very slow, for in 1669 only 600 national vessels were employed in foreign commerce, and at the commencement of the eighteenth century they amounted but to 800, of between 250 and 100 tons, of which number 100 of the largest were employed in the colonial trade.

The commercial clauses of the treaty of Utrecht (1713) prevented the increase of merchant vessels, for by these clauses the vessels of England, Holland, Denmark, and Sweden, were freed from

port

port duties in France; and as the three latter nations, together with the Hanse Towns, sailed their ships considerable cheaper than the French, they got possession of the greater portion of their carrying trade. In 1787, the tonnage employed in the commerce and fisheries was as follows. Commerce.

	French.	*Foreign.*	*Total.*
Europe, the Levant, Barbary, and the United American States	161,582	532,687	694,269
India and China	6,667		
West Coast of Africa, Isle of France and Bourbon	45,124		
West Indies	164,081		
Greenland and Brasil whale fisheries	3,720		
Newfoundland fishery	53,800		
Home fisheries	29,148		
Coasting trade	1,004,729	6,123	1,010,852
	1,468,851	538,810	
Grand Total			2,007,661

In 1792, the tonnage had considerably decreased, as appears from the following statement.

	Vessels entered.	*Tonnage.*		*Vessels sailed.*	*Tonnage.*
French	1,823	147,821	French	1,940	147,410
English	1,940	145,012	English	3,111	190,662
Other nations	3,844	346,402	Other nations	3,567	306,863
	7,607	639,235		8,618	644,935
				7,607	639,235
			Grand Total	16,225	1,284,270

While, during the war of the revolution, England was annihilating both the state and merchant marines of France, the National Convention enacted an act of navigation, by which

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1. The privileges of a French bottom are only to be accorded to vessels built in the French dominions, or captured from the enemy, and of which the owners, captains, officers, and three-fourths of the crews are French subjects.

2. No merchandize to be imported into France or her colonies, but in French bottoms as above, or in vessels belonging to the country of which the merchandize is the growth or produce, or to the port from which such merchandize is usually shipped, supposing the country of its growth or produce to be inland, three-fourths of the crew of such foreign ship being of the nation of the flag she bears, under penalty of confiscation of ship and cargo and 3,000 francs fine. (English and Spanish raw wool, raw silk, cochineal, indigo and jewellery, excepted from this clause.)

3. No foreign vessel allowed to carry on the coasting trade of France.

4. No French vessel to be repaired in a foreign port, to a greater extent than six francs per ton, unless in cases of absolute necessity, to be proved under penalty of the confiscation of the vessel.

5. No Frenchman resident abroad can be a part or whole owner of any French vessel, unless he is in partnership with a French commercial house established in France, and has not taken the oath of allegiance to the government of the country he resides in.

6. Foreign vessels entering a port of France pay a duty of two francs five centimes per ton, besides

besides an anchorage duty of eighteen francs if below 200 tons, and thirty-six francs if above.

7. French vessels above thirty tons, employed in the coasting trade of the coasts of the ocean or Mediterranean, pay only a duty of fifteen centimes per ton, but if they proceed from a port of the ocean to one of the Mediterranean, or *vice versâ*, twenty centimes. Vessels from the colonies pay thirty centimes. French vessels from foreign ports, or from the fisheries, pay no tonnage duty.

The regulations providing against the appointment of incapable persons to the command of merchant vessels, are,

1. No person can be admitted master of a coaster, who is not twenty-four years of age, and who has not served five years at sea, and passed an examination in working a vessel and in coasting pilotage.

2. None can be admitted to command a merchant vessel employed in foreign voyages, who is not twenty-four years of age, who has not served five years at sea, of which one must be on board a ship of war, and passed an examination in the theory and practice of navigation and seamanship.

The exports of France consist of the productions of her soil, mines, and fisheries, of her manufactures and of colonial produce. The principal objects are wines, brandy, vinegar, corn, fruits, olive oil, honey, wax, saffron, salt, cattle, wool raw and spun, tanned and prepared hides and skins, iron, woollens, linens, cottons, silks, perfumery, watches, toys, hardware, paper, &c.

Commerce.

Before the revolution, the trade of France to the Baltic was very considerable, but the greater part was passive, being carried on by the ships of Denmark, England, Holland, and the imperial cities: in 1788, of 700 vessels cleared out for the north, 100 only were French. The objects imported are iron, pitch, tar, hemp, flax, potash, sail-cloth, corn, timber, salt provisions, cheese, green hides, tallow, butter, feathers, &c.

From England, France imports copper, brass, steel, tin, lead, coals, earthenware, leather, cotton and woollen manufactures and hardware.

In the commerce of the south, France had not an equal competition to contend with us to the north; for, with the exception of Spain and Naples, the vessels of all other states were subject to duties in the ports of France, which gave the national vessels a considerable advantage, and hence of 167,000 tons employed in the trade to the south, 83,000 were national.

From Spain, Portugal, and Italy, France imports fruits, olive oil, and dying drugs.

The trade from France to the Turkish dominions was more considerable than that of any other nation; particularly in woollens, which of late years have been preferred to the English, in consequence of their superior lightness and cheapness. Moreover, previous to the revolution, the French of Marseilles divided with the Venitians almost the whole coasting trade of the Levant. The objects of import from these countries are raw

wool

wool and silk, goats' hair, wax, leather, raw cotton, drugs, spices, and coffee. Commerce.

The commerce of France with the ports of Barbary dates from the year 1560, when the Marseillois received from the government of Algiers permission to form an establishment in that state, to which they gave the name of the Bastion of France. By a convention with the same government concluded in 1694, the French were permitted to fish for coral, and were also accorded the exclusive privilege of exporting wheat, wax, wool, and leather; and of importing the manufactures of France. A company was created to carry on the trade, which, besides the Bastion of France, had establishments at Bonne, Calle, and Colo. The extent of this commerce was very fluctuating, but was averaged to employ fifty vessels or 12,000 tons, 800 seamen, and a capital of four millions. In some years, 140 vessels have imported into France 100,000 loads of corn, and 80,000 quintals of wool, while in other years these objects have been reduced to a cypher. They were paid for chiefly in Spanish dollars. The produce of the coral fishery usually defrayed the expenses of the establishments, amounting to 100,000 francs. In 1791 the company was suppressed, but in 1802 a new one was formed, the coral fishery only remaining free on payment of certain duties to the Company. Barbary.

France, occupied by ambitious projects of aggrandizement in Europe, saw Spain possess herself of Colonies. America.

Colonies. the riches of Mexico and Peru, and Portugal enjoying Brasil, before she turned her views towards the colonization of the New World. About the middle of the sixteenth century the first attempts of this nature were made on the banks of the St. Laurence, but so slow was the progress, that in 1627 three miserable settlements alone had been formed, the most considerable of which containing but fifty persons. As we shall have occasion to detail the subsequent progress of the French in America in our account of that continent, we shall here only observe, that her continental colonies in that part of the world, after many struggles and great vicissitudes, had arrived at a certain degree of consideration and consistence, when they were ceded to Great Britain in 1768.

West Indies. Previous to the revolution, France held the next place after Great Britain with respect to islands in the West Indies, possessing St. Domingo, Guadaloupe, Martinico, St. Lucia, Marie-galante, the Saints, Deseada, Tobago, and a part of St. Martin, together with the continental colony of French Guyana or Cayenne.

The West India colonial system of France resembles that of England, the commerce being generally exclusively reserved to the mother country and her subjects. In 1788, 667 French vessels, of 191,000 tons, exported of the national productions and manufactures for seventy-seven millions of francs; and in the same year, 686 vessels,

or

or near 200,000 tons, imported into France the produce of the colonies for 218 millions and a half, in the following objects:— Colonies. West Indies.

Sugar	1,880,507	quintals value	89,571,000 francs.
Coffee	785,447	.....	87,642,000
Cotton	100,557	.....	21,783,000
Indigo	11,109	.....	10,453,000
Cocoa	18,106	.....	975,000
Sundries		.....	8,087,000
			218,511,000

Nearly three-fourths of these imports were re-exported, and the profit on them constituted almost the whole of the general balance of commerce in favour of France. The ports into which colonial produce was permitted to be introduced direct were Dunkirk, Calais, Boulogne, St. Valery sur Somme, Dieppe, le Havre, Honfleur, Cherbourg, St. Malo, Morlaix, Brest, Lorient, Nantes, la Rochelle, Rochefort, Bordeaux, Bayonne, Cette, Marseilles, and Toulon.

West Coast Africa.

According to some French historians, this nation traded to the west coast of Africa so early as the fourteenth century, but the civil and foreign wars putting a stop to all external commerce, it was not until the close of the sixteenth that we have any certain accounts of their visits to this coast. Between 1621 and 1791 the various branches of this trade were sometimes granted to exclusive companies, sometimes free. In 1788 the trade employed 105 vessels of 95,377 tons, by which was exported from France for seventeen millions, producing in return 30,000 slaves sold in the West

Colonies. West Coast, Africa.

Indies for forty-four millions*; 600,000 lb. of gum senega, worth in France one million and a half, and ivory gold dust, &c. for near one million.

At the revolution the French establishments on the west coast of Africa were the island of Arguin, Portendick, Senegal, the island of Goree, Albreda on the Gambia, the isle of Gambia in the river of Sierra Leone, and Amokou on the gold coast. The whole of these settlements were captured by the English in the war of the revolution, and France had scarcely time to retake possession of them after the peace of Amiens, when by the renewal of the war, she again lost them.

The ports of France engaged in the African trade were Le Havre, Harfleur, St. Malo, Port Louis, Nantes, La Rochelle, Rochefort, Bordeaux, and Marseilles.

Islands in the Indian Ocean.

In the Indian Ocean, France possessed the Isles of France and Bourbon; the Seychelles, Roderigues, and Diego Garcia, which were considered as commercially forming a part of her East-India possessions. The Isles of France and Bourbon were of considerable consequence, both as military stations and agricultural colonies. Roderigues and Diego Garcia are of no other utility than from the turtle they supply to the Isle of France. The Seychelles may be made of more importance, being fertile and having good harbours. Some small

* This number being very inadequate to the supply of the French West-Indies, the English made up the deficiency.

small establishments have been formed on them by emigrants from the Isles of France and Bourbon, who cultivate some cotton and the spices of the Moluccas. The French have made several attempts to form permanent establishments on the island of Madagascar, but which have all totally failed. The points they were directed to were Fort Dauphin, Foul Point, and Antongil Bay, all on the east side of the island.* Colonies.

The first attempt of France to share in the direct trade to India dates from 1601; but the enterprises which succeeded for near half a century were so little profitable, that she again contented herself with procuring the productions of India at second-hand from the Dutch and English. At length, in 1664, the minister Colbert created an East-India company, which sent out some ships, and formed an establishment at Pondicherry. The trade of the French in these seas, however, suffered many interruptions and great vicissitudes, and in 1769 the company being nearly bankrupt from the losses sustained during the war which ended in 1763, was suspended, and the trade continued free till 1783, when it was again granted to an exclusive company, the regulations of which were calculated to render its affairs flourishing, had it not been for the disastrous events of the revolution. The first dividend made in 1788, was 360 francs per share of 2,000. Between 1785 East-Indies.

* The Isles of France, Roderigues, and the Seychelles, have been ceded to England by the recent treaty of Paris.

Colonies. East-Indies.

and 1787 the number of ships sent out was also ten annually, of the average burthen of 600 tons each. The annual average amount of exports in the same period was 17,412,000 francs; and of imports 34,726,000 francs. Among the principal of the latter were,

Longcloths of Coromandel for	6,200,000 fr.
Muslins	4,488,000
Tea and Coffee	5,000,000
Silks	8,000,000
Pepper	1,162,000

The re-exportation of India produce was at the same period near eighteen millions, of which coffee formed one million. The depot of the East-India company was at Lorient, at which port the return cargoes were alone permitted to be landed.

The French establishments in India at the revolution were on the Coromandel coast, Pondicherry, the principal and residence of the governor-general, and the factory and fort of Karical; Mahé, on the Malabar coast, and Chandernagore, on the Hughly. The company had also a factory at Canton.

In 1784 the total exports of France amounted to.....307 millions
and the imports to 271

Balance in favour of France 36

Previous to the revolution, France had commercial treaties with most part of the maritime powers, but all relations with the rest of Europe being

being broken by that event, when the republican government had acquired consistency it became necessary to renew them formally. The treaty of alliance between France and Spain, concluded in 1796, put the subjects of both, as to commerce, on the footing of the most favoured nations. In 1800 a similar treaty was concluded between France and the United States of America, and in 1801 Portugal agreed to admit French woollens on the same footing as English. For treaties with Sweden and Russia, see vol. i, pages 401 and 411. Commercial Relations.

The commercial relations of France with Turkey date from an antient period, and were uninterrupted until 1756, when France joined Austria in the war against the Porte. The invasion of Egypt in 1798 again put a stop to all intercourse, but at the general pacification of 1801 a treaty was concluded between the two powers, by which the free navigation of the Black Sea was accorded to the French merchant flag, and permission granted to have resident consuls in the ports of that sea.

The ancient capitulations with Algiers were also renewed in 1801; by them French subjects are not to be made slaves unless taken fighting on board the ships of the enemies of Algiers.—To be subject, both in civil and criminal affairs, to the French agent alone.—Captains of French ships of war or commerce not to be forced to receive on board their ships any objects against their will, or to go where they do not choose.—The property of French subjects dying in Algiers to be at the disposal of the French agent.—French

political

Commercial Relations.

political or commercial agents to have precedence of the agents of the same rank of all other nations. The residence of the agents to be sacred; and in case of war, French subjects to be allowed three months to settle their affairs and quit the territory.

During the usurpation of Buonaparte, the French consulate was nominally the most extensive of Europe; and was composed of consuls general, consuls, and vice-consuls at the following residences.

Denmark and Norway.
Elsineur
Kiel
Tonningen
Christiansand

Prussia.
Königsberg
Stetin
Memel
Colberg
Dantzic
Leipsic

Russia.
St. Petersburg
Riga
Rostock

Sweden.
Gothenbourg
Stralsund

British Isles.
London
Liverpool
Hull
Edinburgh
Dublin
Cork

Spain.
Madrid
Cadiz
Malaga
Carthagena
Alicant
Valencia
Barcelona
St. Andero
Dijon
Corunna
Majorca
Canaries

Portugal.
Lisbon
Oporto

Italy.
Milan
Venice
Ancona
Trieste
Naples
Otranto
Palermo
Messina
Malta
Sassari Sardinia

Turkey.
Joanina, Prevesa, Scutari } Albania
Trawnick, Bosnia-serai } Bosnia
Pristina — Servia
Patras, Napoli di Romania } Morea
Athens, Salonica } Greece
Canea, Candia } I. Candia
Andrinople, Dardanelles } Turkey
Warna — Bulgaria
Yassy, Galatz } Moldavia, Walachia
Bucharest
Odessa

Odessa	Black Sea	*Africa.*		
Taganrock	Black Sea	Grand Cario	Egypt	
Smyrna	Anatolia	Alexandria	Egypt	
Trebisond	Anatolia	Rosetta	Egypt	
Satalia	Anatolia	Tangiers	Barbary	
Latakia	Syria	Larache	Barbary	
Tripoli	Syria	Algiers	Barbary	
St. John d'Acre	Syria	Tunis	Barbary	
Seyde	Syria	Tripoly	Barbary	
Aleppo		*America.*	Savannah	
Bagdad		New York	Portsmouth	
Bassora		Boston	Baltimore	
Larnaca	Cyprus	Charlestown	Kentuckey	
Rhodes		Norfolk		
Ssio		New Orleans		

Commercial Relations.

The home fisheries of France are little more than adequate to the home consumption, the wars with England and the House of Austria having always prevented the herring fisheries from receiving the extension they might otherwise have done. At the commencement of the eighteenth century, the produce of this branch of the fisheries was 1,200,000 francs; in 1752, 1,488,000; in 1787, 4,320,000 francs; and in 1802 only 1,440,000. The principal herring fishery is on the coast between Dunkirk and the Loire. Home Fisheries.

Next to herrings, sprats form the most considerable of the French home fisheries, the average annual produce in peace being two millions of francs. The principal fishery is on the coast of Britany, where these fish arrive in June. It employs 300 boats of two to three tons and five men each. The method

Home Fisheries.

method of curing them, is salting with brown salt and letting them lay for fourteen days, when they are washed in salt water, and laid to drain. A proportion of oil is then expressed from them, at the rate of a barrel of oil to forty of fish. A considerable quantity of these fish is also cured as anchovies, and sold for such, though they are easily distinguished on comparison, the sprat being larger and flatter than the anchovy. Sprats are also smoked in the manner of herrings. These fish being migratory, they would remain but a short time on the coasts, were they not retained by a composition called *resure* and *rogue*, imported chiefly from Norway, and composed of the internal parts of fish, which are thrown into the sea. Sprats are also taken on the coasts of France on the Bay of Biscay.

The mackarel fishery is principally carried on between Dunkirk and St. Valery, where it commences the 4th of May and ends the 19th of July. The boats employed in it are either of a sufficient size to go out to sea, and bear the drag of a large net, or small ones which fish close to the shore with hook and line. What is not consumed fresh is salted, chiefly for home consumption: the barrel of salted fish of 4,000, 1,300, to the 1,000, sells for 20 francs.

The whiting-pollock, and cole fish, are caught all the year on the coasts of Britany, chiefly near Audierne Bay and the Saints: they are taken by towing the hook and line. The overplus not consumed fresh is salted, and often sold for cod.

The

The whiting is found both on the coasts of the channel and ocean, and in most abundance on that of Britany. It is taken with nets, from December to February, and with hook and line all the year. The overplus is salted for internal consumption. Home Fisheries.

The other species of fish taken on the coasts of the channel and ocean, are Conger eels, principally near Belle Isle, Groaix, &c. what is not consumed fresh is salted, dried, and sent coastways in bundles of 200 weight. The fishing season is from January to March. The hollibut is taken chiefly in the British sea, the overplus is dried. The skait, ray, turbot, sole, plaice, and other flat fish, are consumed fresh. There is a considerable tunny fishery near Bayonne.

Oysters abound on the coasts of Normandy, Britany, and Poitou; those of the Bay of Cancalle are the most esteemed. Granville in particular employs thirty vessels of twelve to eighteen tons in this fishery, between Christmas and Easter. The produce is landed at Barfleur and Dieppe, and from thence sent to Paris, where the oysters fetch thirty sous the hundred. In peace the English also take off a great quantity of Cancalle oysters. Cray fish, lobsters, and crabs, are taken chiefly on the coasts of the ocean.

The value of the French home fisheries (exclusive of tunnies, herrings, sprats, and anchovies) at the close of the seventeenth century was estimated at above one million and a half of francs, and in 1787 at near two millions and a half.

Before

Before the revolution the total annual produce of the home fisheries was ten millions.

Foreign Fisheries.

Shortly after the discovery of America, the French had vessels employed in the cod fishery, on the coasts of Newfoundland; and in 1635 their fishermen established a post at Placentia, to which the government continued to send a chief, until the island was ceded to the English by the treaty of Utrecht. By this treaty, the French reserved the privilege of fishing on the coasts, between Cape Bonavista and Point Riche. The war of 1756 interrupted this privilege, and in that year the English squadrons captured all the French vessels thus employed; and France thus lost 25,000 of her best seamen, which paralised her maritime exertions for the remainder of the war. By the peace of 1763, the former privilege was restored, and the isles of St. Pierre and Miquelon were confirmed to France, for the purpose of drying the fish; at the same time was accorded the liberty of fishing in the gulf of St. Laurence, three leagues from the shores of the continent, and fifteen leagues from the shore of Cape Breton island. By the treaty of 1783, the fishing limits on the coasts of Newfoundland were changed to the space between Cape St. John and Cape Raye, passing round the north end of the island. All these privileges were confirmed by the treaty of Amiens, and again by the treaty of Paris, 1814.

Independent

Independent of the concurrence of the English, and the radical defects in the French erratic system of fishing, their cod fishery has had to contend with high duties on import until 1775, when they were discontinued, and in 1802 bounties were granted for three years. Foreign Fisheries.

The following has been the extent of the French Newfoundland fishery, in different years, previous to the revolution :

Years.	No. of Vess.	Tonnage.	No. of Seamen	Value of Produce.
1778	...	...	...	6,033,600 fr.
1784	330	...	11,000	12,048,000
1785	360	...	...	...
1787	...	53,800	...	...
1788	372	41,865	...	14,532,000

The chief ports of France engaged in this fishery were Dunkirk, Granville, St. Malo, and Bayonne.

Before the revolution France had a few vessels employed in the Greenland and Brasil whale fisheries.

In the year 1787 the proportion of tonnage employed in the fisheries was as follows :—

Herring	8,602
Mackarel	5,166
Spratts	3,060
Sundries, including the Mediterranean	12,320
Greenland whale	600
South whale	2,982
Newfoundland	53,800
	86,530

Before

Navy. Before the beginning of the seventeenth century France had no standing navy, in her naval wars either purchasing or hiring ships from the merchants, which were manned and armed by the crown; and in 1626 it is recorded, that an assembly of notables petitioned the king to equip a certain number of ships, to defend the coasts of the Channel against the pirates, while about the same time, on the demand of the parliament of Provence, the government purchased seven ships to protect the Mediterranean trade from the Barbary corsairs. At the accession of Louis XIV. the navy did not exceed eight or nine half rotten third and fourth rates; but this ambitious prince, thinking to take advantage of the English and Dutch, who had exhausted themselves in a long and bloody maritime war, and aspiring to the sovereignty of the sea as well as land, turned all his exertions to the creation of a navy, and with such success, that in 1684, the twentieth year of his reign, he counted 100 sail of the line, manned by 60,000 seamen; with which he attempted to dispute the sovereignty of the sea with England and Holland, united and separate, and even maintained a certain degree of equality, until the battle of La Hogue, in 1692, gave a blow to the French marine which it never recovered; for the naval edifice so quickly run up by Louis was not founded, like that of England, on the firm basis of extensive maritime commerce and fisheries, and it therefore, as might be expected, fell to pieces with the first adverse blast.

In

In 1798, the French fleet stood as follows:— Navy.

40 of the line,	135 gun pinnaces,
50 frigates,	177 flat boats for the invasion of England,
42 corvettes,	16 half xebecs,
14 brigs,	11 gallies; besides thirteen of the line, twelve frigates, and four corvettes, building.
10 luggers,	
16 cutters,	
12 avisos,	
14 store ships,	
25 gun boats,	

In 1812, France had:—

8 ships	of	120 guns,
6		80
69		74
73 frigates	from	48 to 28.

France possesses within herself all the materials for the construction and equipment of her marine, the national forests affording abundance of oak and fir timber, pitch and tar. Her iron and copper mines are numerous, and hemp is abundantly produced in several of the provinces.

The French navy list for 1813 was as follows:

MURAT, KING OF NAPLES, GRAND ADMIRAL.

Officers.	Rank in the Army.	Pay when emp. on shore in peace.	Pay when emp. afloat, or on shore in war.	Table allowance afloat per diem.
		Francs.	*Francs.*	*Francs.*
10 vice-admirals	gen. of division	12,000	18,000	if com. in chief 60; if com. a div. 37
22 rear-admirals	gen. of brigade	8,000	12,000	if com. in chief 50; if com. a div. 27
51 capt. de vaisseau, 1st class	chef de brig.	4,000	6,000	 15
105 do 2d do	chef de brig.	3,000	4,500	 15
222 capt. de fregate.	chef. de bataillon	2,800	4,200	 10
727 lieut. de vaisseau	captain	1,600	2,400	 7
700 ensigns	lieut. infantry	1,200	1,800	 5
476 aspirans, 1st class	no rank	800	800	
—— 2d class	no rank	600	600	

Navy. The half-pay is the one-half of the full on shore, in peace.

Promotion takes place partly by seniority, and partly by choice of the emperor, as follows:—The emperor names all the flag officers, three-fourths of the captains de vaisseau, half of the captains de frégates, one-fourth of the lieutenants de vaisseau, and one-eighth of the ensigns de vaisseau.

No officer can be promoted without having served two years in the rank immediately inferior, nor can any be promoted who is not in actual service. The progressive seniority of officers out of employment by choice lies dormant, and after three years, such officer is considered as reformed or retired, and receives the half-pay according to length of service.

Officers of any rank may command, or serve in merchant vessels, on permission from the minister of marine: and in the event of the service requiring a greater number of officers than the fixed compliment, or than can be made up from eligible aspirans, captains of merchantmen may be received as supernumerary ensigns, and having served the necessary time, are eligible to receive the rank of lieutenant.

To be received a midshipman or aspirant, it is necessary to undergo a first examination in arithmetic, algebra, geometry, statics, and navigation. Those received are first sent to one of the three ports of Brest, Rochefort, or Toulon, where a corvette is appointed to exercise them for six months, from whence they are sent to the naval school

school for some months, and from thence are received on board the ships on service as aspirans of the second class, provided they are not under twelve nor above eighteen. Navy.

To rise to the first class, the candidate must undergo an examination in the higher geometry and navigation, must not be under fifteen, nor above twenty, and must have been twenty-four months at sea, of which six as aspirant of the second class.

The ports which have administrations of marine, are Brest, Rochefort, and Toulon, in the first class. In the second, Bayonne, Bordeaux, Boulogne, Calais, Cherbourg, Dunkirk, Le Croisic, Le Havre, Lorient, Marseilles, Morlaix, Quimper, St. Malo, and Vannes.

The marine and colonial administrations are united, and the functions of the minister who is at their head, extend also to the commercial consulate and to the sea fisheries. During the late government, the artificers in the dock-yards were kept up by conscripts, selected from those qualified who *fell* in the conscription for the army. The total expense of the civil branch of the marine, exclusive of the medical establishment, was near two millions of francs.

The corps of marine gens-d'arme, is composed of six brigades of cavalry and forty-two of infantry: it is employed in the police of the ports and sea coasts, and is under the command of the maritime prefects.

The marine engineers, composed of officers, are

employed not only in the building department, but also in the superintendance of the cutting timber for naval construction.

A corps of sea officers and seamen is also attached to the army, under the name of seamen of the imperial guards, intended to be employed with pontons in the passage of rivers.

The seamen for the imperial marine are procured by a register, in which are inscribed,

All sea-faring men serving on board the ships of the state, or merchant vessels, in foreign trade.

All persons employed in the coasting trade and home coast fisheries, or in the fisheries on the rivers below the flux of the tide, or where there is no tide below the place to which vessels can go up from the sea.

All persons employed in lighters, barges, boats, and all other craft on the harbours.

All persons employed in the fisheries on the lakes, rivers, and canals of the interior.

Every person above eighteen, who has made two foreign voyages, or who has been at sea eighteen months, or in the home fishery two years.

Every boy or youth first going to sea, between the ages of ten and fifteen, is inscribed in the register as *mousse*, or if above fifteen as *novice*.

The six *maritime arrondissements* are divided into eighty-four *districts* and subdivided into as many *syndicates* as there are ports or havens, and a register is kept in each syndicate.

All persons inscribed are bound to serve in the imperial marine when called upon, and those who come

come forward voluntarily receive a bounty of one month's pay. Navy.

The persons inscribed are divided into four classes:

1. Bachelors.
2. Widowers without children.
3. Married men without children.
4. Married men with children.

The second class is not called upon unless the first does not afford the number of men required, and so of the third and fourth.

At the age of fifty all persons are exonerated from the inscription, and may, at the same time, continue in the merchant service or fisheries.

Persons who intend to quit the seafaring life are erased from the register one year after such *bonâ fide* quitting in peace; in war, such quitting does not exonerate from the inscription.

None but inscribed seamen (except those above fifty) can serve in the merchant vessels or fisheries.

The number inscribed in 1793 was about 90,000.

The seamen serving in the fleet are divided into four classes, with two classes of *novices*, and two of *mousses*. Two thousand sea apprentices are constantly supported by government; they serve but two years and a half, and are renewed every year.

The pay of the seamen is,

Class.	Francs.
1.....	...30 per month.
2.....	...27

Navy.

	Class.	Francs.
Of seamen.....	3.....	24 per month.
	4.....	21
Of novices.....	1.....	18
	2.....	15
Of mousses.....	1.....	12
	2.....	9

The promotion of seamen from the lower to the higher classes, or to the situation of petty officers, takes place only once a year, and only in port, and is also limited. These advancements are discussed in a council, composed of the captain and other commissioned officers, as well as the chief petty officers; and the promotion is awarded by the ballot, except to the situation of first and second masters, which are awarded by a council of the commissioned officers only.

The marine artillery is composed of four regiments, four companies of workmen, and four companies of apprentices. These troops are kept complete by voluntary enrolment from other corps for ten years, at the expiration of which they are entitled to retreat. They are employed afloat in the service of the guns, and as marine troops, and are also obliged to assist in working the ship, but not to go aloft. The senior officer of this corps has the same charge as our master gunners and junior lieutenants, with respect to the great guns and small arms, ammunition, &c.

The artillery also serve as garrisons in the seaports, and as guards in the dock-yards.

The

Navy.

The pay of this corps is,

	Fr.	C.	
Colonel	17	36 per diem	Besides table allowance, on the same footing as the sea officers.
Major	14	17	
Chef-de-Bat.	12	50	
Captain	6	94	
Lieutenant	4	16	
Serjeant	98 per month.		
Corporal	71		
Gunner	46		

The provisions embarked on board the imperial marine are, salt beef and pork and cod-fish, biscuit and flour, peas, beans (calavances) or fayols, oil, vinegar, salt, wine, beer or spirits. The proportion of salt beef embarked on board in victualling for six months, is but two months.

The rations in harbour *per diem* on meat-days,

24 oz. of fresh bread, or 18 oz. of biscuit.

8 oz. of fresh meat.

$\frac{1}{4}$ f. pint of wine ($1\frac{1}{2}$ pint English), on $1\frac{1}{3}$ f. pints of beer, or $\frac{1}{16}$ f. pint of spirits.

4 oz. of peas or beans, or 2 oz. of rice, with 5 lb. of olive oil and two pints of vinegar to every 100 lb. of peas or beans; or, 10 lb. of oil and five pints of vinegar to every 100 lb. of rice.

On *maigre* days, of which there are three in the week, instead of meat, 4 oz. of salt-cod, with a proportion of oil, equal to 15 lb. of oil to every 100 lb. of fish; and of vinegar, in the proportion of 16 pints to every 100 lb.; or, in lieu of fish, 3 oz. of cheese, and 4 oz. in addition of peas or

Navy. beans. While in harbour, one sol is allowed for every three men *per diem* to purchase vegetables.

The rations at sea are, for meat-days, of which there are five in the week, for the first two months of sea-victualling, on three of the meat-days, 6 oz. salt pork, and the other two meat-days, 8 oz. of salt beef.

The allowance of cod on *maigre* days is the same as in harbour; but the former, as well as beef, is only embarked for two months, and cheese is afterwards served in lieu.

Every seaman is obliged to supply himself with a bag, containing

2 white and four checked shirts,
2 pair of linen trowsers,
4 pair of stockings,
3 jackets,
3 waistcoats,
4 handkerchiefs,
1 cap,
1 hat.

All deficiencies of these articles are supplied from the slop-clothing on board, and charged against the pay. Each seaman is supplied gratis with a hammock and coverlet; and in small vessels on the home station in winter, a great coat and pair of fisherman's boots are allowed to each man; for the former of which he pays, but the latter are returned into store.

The rewards held out to the French marine are gratuities, consisting of pensions, and smart-money for wounds; pensions and gratuities to the widows

widows and children of those killed in the service, or who die within six months after being wounded, in the same proportion as the army; the children of seamen dying on actual service, under ten years of age, are also allowed a monthly provision. Every seaman is permitted to allot one-third of his wages to the support of his wife or family. In case of shipwreck, the officers are allowed a compensation for the loss of their effects.

Both officers and seamen are entitled to pensions of retreat from length of service,

From wounds received in the service rendering them incapable, or from infirmities acquired in the service.

The period of service alone to entitle to the pension of retreat is twenty-five years, (part of which may be passed in the merchant service), commencing from the first going to sea, provided not under ten years of age.

Officers unemployed are allowed the period out of employment as simple time.

Service afloat in war is counted as double time, and in peace as one half more than simple time.

Employment in the merchant service, either in peace or war, is only counted half simple time.

Service in privateers is counted as simple time; but in both these last cases, the time actually under weigh is alone allowed: and moreover one third only of the whole term of service necessary to retreat is allowed to be past in the merchant service or privateers. The different cases are therefore as follow:

12½ years

$12\frac{1}{2}$ years afloat, in war, equal to 25

$16\frac{1}{2}$ nearly, in peace, ... 25

$24\frac{1}{2}$ { 16 years in merchant service equal to 8 / $8\frac{1}{2}$ in the service in war ..... 17 } 25

$16\frac{1}{2}$ { 8 years in privateers ..... 8 / $8\frac{1}{2}$ in sea service in war ..... 17 } 25

The marine invalid chest is a kind of tontine, first formed by the voluntary contributions of the seamen. It was established in 1689, and is independent of the pensions and gratuities of government. The deductions made for it are,

Three per cent. on the wages of seamen employed in the merchant service.

Three per cent. on all the expenditure of the marine.

Ten per cent. on the sale of all prizes.

The whole produce of unreclaimed wrecks.

The wages forfeited by deserters from the ships of war.

Half the wages due to deserters from merchant vessels.

The wages and prize money due to persons dying at sea, and not reclaimed by their heirs within a certain time.

The greatest pension accorded from this fund is 600 francs, and the least ninety-six.

France has fifteen schools of navigation of the first class, and twenty-eight of the second; to which are admitted all boys above thirteen, who can read, write, and solve the cases of the four first rules of arithmetic.

The French maritime criminal code, or articles

of

of war, divides the punishment it decrees for offences on board ship into punishments of discipline and corporal punishment; the former are ordered to be inflicted by the captain or officer of the watch on the seamen, and by the commanding officer of the artillery, or other troops, on his corps. Corporal punishment can only be inflicted by the sentence of a council of justice, and after the report of a military jury who find the fact. Navy.

The military jury for the trial of petty officers is to be composed of two lieutenants or ensigns, and five petty officers; for seamen, of one lieutenant and ensign, three petty officers, and three seamen. The council of justice is to be composed of the five officers next in rank to the captain, who is excluded.

All complaints must be made in writing to the commander, who orders the formation of a jury with all the formalities used on shore, and the proceedings must be inserted at the end of the muster roll. The verdict of the jury is according to the majority of votes, five to two being necessary to conviction. On the verdict being given of acquittal, the prisoner is immediately liberated by order of the council of justice; if the fact is found, the council deliberate on the punishment, which is decreed by the simple majority of votes. The sentence is made known to the commander, who is bound to order the execution, having the power of mitigating it one degree only; but neither does the power of the council of justice extend to the punishment of death or the galleys; and if the council

Navy. council find the crime to be of a nature to incur one of these penalties, the prisoner is remanded to a court martial of eleven members, captains and lieutenants, which court cannot give a judgment of death but on a majority of eight to three, nor to the galleys but on a majority of seven to four.

If an officer is to be tried on board, the council of justice is converted into a military jury; and if the fact is found against him, he is put under an arrest, to be tried by a court martial the first opportunity.

No commander can be tried by the officers of his own ship; but if in port, or in a squadron, complaint is to be made to the commanding officer, who is to order a jury of four officers of his own rank, and three of the rank immediately below him, to try the fact.

Masters of merchantmen under convoy, or employed with a squadron, are liable to trial by a jury, composed of two naval officers and five masters of merchantmen.

The punishments of discipline are, stoppage of wine or spirits, for not more than three days; irons on deck, for not more than three days; imprisonment for the same period.

The offences that incur these punishments are,

1. Simple disobedience, or rather neglect to obey the orders of a superior.

2. Drunkenness without disturbance.

3. Quarrelling, where neither arms nor sticks are used, or no blood drawn.

4. Absence without leave.

5. Missing

5. Missing muster on watch; and finally, all other petty offences against the discipline or orders of the ship. Any of these offences committed at night is subject to double punishment. Navy.

Officers committing breaches of discipline are punished by arrest or imprisonment, suspension, and loss of pay for one month.

The corporal punishments are,—

Lashes with a rope's end at the capstan.

Imprisonment in irons for more than three days.

Keel-hauling.

Running the gauntlet.

The gallies.

Death.

Keel-hauling cannot be done more than three times; and the gauntlet is confined to going through thirty men four times.(A)* The sentence to the gallies renders the convict incapable of again serving on board ship; and petty officers sentenced to the keel or the gauntlet are thereby reduced to the lowest class of seamen.

The application of these corporal punishments, and of those of reduction of rank and pay, are as follows:—

Seditious expressions, six days' irons.

Attempting to prevent the execution of any duty, if an officer, dismissed the service; and if a petty-officer, reduction to the lowest class of seamen for three years; if a soldier or seaman, four days' irons.

A seaman or soldier plotting against the liberty or personal safety of an officer, three years' gallies.

Any

* See notes at the end of this volume.

Any person plotting against the liberty or authority of the commander, the gallies for life.

Treasonable correspondence with the enemy, death.

Petty-officer or seaman striking an officer, death.

Any commander abandoning the command of his vessel to escape from danger, or striking while he is able to resist, death.

Any commander quitting his vessel after her loss, until he has seen every other person out of her, death.

Abandoning a convoy, death.

Any commander guilty of disobedience to the orders of his superior, dismissed; and if attended with aggravating circumstances, rendered incapable of serving again. If in the presence of an enemy, death.

Any petty officer or seaman quitting his station in time of action to conceal himself, the gauntlet, or death.

Any officer quitting his station in time of action, from cowardice, if it is his first campaign, is dismissed the service; in all other cases is cashiered and declared infamous, or death.

Any person hauling down the colours in action without the orders of the commander, death.

Any person, without orders from the commander, crying out to strike, three years' gallies; and if his example tends to discourage the crew, he may be put to death by the captain, with the advice of the officers.

Losing a vessel from negligence or ignorance, if

if an officer, broke, and declared incapable of serving; if from disaffection, death. Navy.

Pilot, in similar circumstances, three years' gallies, or death.

Theft, twelve lashes; and on repetition, the gauntlet.

Robbery, with violence, the keel; and on repetition, six years' gallies.

Robbery committed on shore in the French dominions, twelve lashes; in foreign countries, the keel.

Robbery of stores, &c. the gauntlet, or the gallies for a number of years, according to the degree of the offence.

A commander losing his vessel through disobedience of orders, broke and imprisoned for five years.

Positive disobedience, or refusing to obey in a petty-officer or seaman, twelve lashes; if attended with insult or menace, the keel.

Petty-officer or seaman lifting his hand against an officer to strike him, the keel, or three years' gallies.

Positive disobedience in an officer, reduction of rank one degree, or broke, and two years' imprisonment; if accompanied with menace, rendered incapable of serving again.

Any petty-officer or seaman quitting his post during the day, is to be lashed to the mainmast for one hour, and his pay reduced one degree; if during the night, the punishment is double.

An

An officer quitting the deck, in his watch, to sleep, reduced one degree.

Embarking merchandise in the imperial ships, if the commander, first time, suspension for two years, second time, dismissed; if an officer or petty-officer, loss of two years' time, during which he can receive no promotion, and the merchandise forfeited to the invalid chest.

Conveying on board any inflammable articles or spirits without leave, if an officer, dismissed; if a petty-officer or seaman, first time, twelve lashes, second time, the keel.

Lighting fire in improper places, or without leave, or carelessly leaving it so as to endanger the vessel, if an officer, dismissed, if a petty-officer or seaman, the keel; and if he acts in contradiction to an express order, or if any accident occurs in consequence, three years' gallies.

A petty-officer or seaman striking any other petty-officer, twelve lashes; and if a severe wound is the consequence, the keel.

An officer ill-treating a petty-officer or seaman, suspended and imprisoned, by the judgment of a council of justice.

Neglecting to pursue an enemy beaten or flying, or refusing to assist a friend in distress, broke and rendered incapable of serving.

Any commander of a merchant vessel abandoning his convoy, three years' gallies.

Any flag-officer, or captain de vaisseau, who from negligence or ignorance, shall not perform the

the duty on which he is ordered, rendered incapable of commanding; and, any other officer, rendered incapable of holding a command for three years. Navy.

Troops of the line embarked are subject to the marine criminal code, as well as the crews of ships wrecked, until they are legally dismissed the service.

The following articles are added, under the head of Regulations of Discipline.

Ringleaders of mutiny, death.

Accessaries of mutiny, three years' gallies.

Raising false reports in order to create fear, eight days' irons and loss of two degrees of rank.

Concealing treasonable designs, if an officer, dismissed; if a seaman, reduced one degree.

Officer of the watch not immediately using his endeavours to suppress any tumult, three years' imprisonment.

Petty-officer or seaman not keeping his watch, three days' irons.

Selling spirits on board, five years' gallies.

Drunkenness in an officer, dismission.

It is prohibited to forward any collective petition: the armed force having no right of deliberation, but should, according to law, be entirely obedient.

All crimes committed by the persons employed in the dock-yards are punishable in the same manner as in the fleet; but where these punishments cannot be resorted to, those of the army are substituted.

Navy. When a ship of the line is to be laid up in ordinary, the captain who commanded her last remains charged with the care of her, and has under him a lieutenant and an ensign. He is obliged to visit her twice a year, and to make a report of her condition. A captain de frégate and ensign are attached to every frigate in the same manner, and a lieutenant to every corvette of twenty guns, and an ensign to all vessels above twelve guns, or 300 tons burthen.

Prizes. The whole value of vessels of war taken from the enemy is accorded to the captors; of the produce of merchant vessels, one-third is applied to the support of the invalid establishment.

Of the nett produce of prizes, one-third goes to the officers and two-thirds to the petty-officers and seamen.

Officers' Shares.

	Shares.
Admiral commanding in chief	30
Vice-admiral ditto	20
Vice admiral subordinate	15
Rear-admiral commanding in chief	15
Rear-admiral subordinate	10
Captain of a flag-ship	5
Captain de vaisseau commanding a ship of the line	5
Captain de vaisseau commanding a frigate	3½
Captain de frégate commanding a frigate	3
Captain de frégate serving as second captain in the line	2
Lieut. commanding a frigate or other vessel	2

Lieut.

	Shares.	Mens. Prizes.
Lieut. not commanding	1	
Ensign and commander	1	
Ensign not commanding	½	
Head surgeon and purser, each	¼	
Aspirant	⅛	

In conjoint expeditions of army and navy, officers of similar rank share together.

When a vessel is detached from a cruising squadron, the one-third of the prizes she may take during her absence belongs to herself; and she shares in the other two-thirds with the whole squadron.

Persons left on shore sick share in the prizes made by their ships, provided they return to them or to some other ship in the squadron; but if they join the ship of another squadron, they are only entitled to share in the prizes made by their former ship during the month after their quitting her.

The heirs of persons killed in battle are entitled to share in the prizes taken in the same cruise, within one month after the decease of their relations.

Government has the option of purchasing vessels of war from the captors, at the following rates:—

	Francs.
Vessels of 90 guns and upwards	5,000 per gun.
Vessels of 80 to 60 inclusive	4,000 ———
Vessels of 60 to 20	3,000. ———

The gratuities for the destruction of enemy's vessels of war are,

Map. For ships of the line ..... 800 francs per gun.
Frigates and smaller vessels 600 ———
Privateers . ..... 400 ———

Privateers assisting men of war by order, receive a share of the prizes taken during the continuance of this order, in proportion to the number of their guns.

Men of war have no claim to any part of the prizes taken by privateers, not in company, even in their sight, unless actually assisting.

Merchant vessels employed with a fleet share in the prizes taken in their presence; the masters sharing as ensigns, the chief mates one-fourth of a share, and the other mates one-eight.

French vessels recaptured belong totally to the captors, after having been twenty-four hours in the possession of an enemy; before twenty-four hours the salvage is one-third.

All persons are strictly prohibited from selling their shares of prize money; and any person purchasing such, besides losing the purchase-money and the prize money, if any, is subject to a fine of 1,000 francs.

The following gratifications are paid to privateers for the capture of enemy's vessels:—

For vessels of war of three masts, mounting twelve pounders and upwards ..... 360 per gun.
For vessels of war, of three masts, mounting four to twelve pounders 240

For

	France.	Navy.
For small vessels of war and privateers, mounting twelve pounders and upwards	240 per gun.	
For small vessels of war and privateers, mounting four to twelve pounders	160	
And fifty francs for each prisoner.		
For letters of marque mounting twelve pounders and upwards ...	160	
For letters of marque mounting four to twelve pounders	110	
And forty-five francs for each prisoner.		

SPAIN.

Coasts. THE north coast of Spain runs nearly east and west, with no other indentations than a few insignificant bays and rivers. In general the mountains approach the sea, and the coast is of safe approach. The provinces which compose it are Biscay, divided into Biscay Proper, or Senorio, and Guipuscoa, Asturias, and a part of Galicia.

The chief head-lands are Cape Machichaco, between St. Sebastian and Bilboa, a high steep point; east of the Cape three miles, and two miles from Cape Ogono, a remarkable hanging promontory, is Isaro island. Cape de las Penas (*Scythicum*) is named from rocks and shoals lying off it a mile and a half, with, it is said, a safe passage within them; the cape is broad, high, steep, and whitish, and the coast to the east is composed of perpendicular cliffs.

CAPE ORTEGAL (*Trileucum*), supposed to derive its name from Ort, in the northern dialects a point of land, and Galicia is nearly the north point of Spain,* and one of the extremities of the mountains of Galicia: it is a lofty and steep promontory, off which is a cluster of rocks, called the

* Point de la Estaca, east of Cape Ortegal, is the absolute north point, being one mile higher in latitude than the cape.

the *Farelons* of Ortegal, or *Aguillones* (needles), with a narrow channel in ten fathoms within them. Cape Prior, seven or eight leagues S.W. of Cape Ortegal, is a high promontory, with a low sandy beach at each side, which causes the cape to make like an island. The coast between it and Cape Ortegal, has many rocks near the shore. Cape St. Adrian, the extremity of Mount Boa, has off it Cisarga island, and several shoals with channels between them. Cisarga island is a mile and a half long and has fresh water. Cape Villano, or Belem, is a high red mountain, the summit resembling a tower. Cape Toriana, is three leagues S.W. of Cape Villano, and two leagues further is CAPE FINISTERRE (*Nerium*), the west point of Spain:* it is a steep uneven promontory with low land to the north; off it is the little island Sentolo, with a passage between. Mount Laura is an insulated mountain of a round form, and round which are several reefs and shoals. Cape Corrobeda, the north point of the Rio de Roxo, is the last remarkable point on these coasts. Coast.

The salient projection of Galicia being exposed to the constant action of the Atlantic, is more broken than the coasts of Asturias or Biscay; it is also to be observed, that from Cape Finisterre along these coasts, a constant current sets to the east, with the velocity of half a mile to a mile per hour, according as the winds are easterly

* Not the west point of Europe, as it is stated in books of geography, this point being Cape Roxent, in Portugal.

or westerly. The tides on this coast rise fifteen feet in springs, and it is high water at three P.M. on full and change.

The south coast of Spain, without the Strait of Gibraltar, is various. From the Guadiana to Palos, eleven leagues, it is moderately elevated and even; from Palos to the Guadalquivir, ten leagues, it is red downs. These coasts form a deep curve, bounded by Cape St. Mary in Portugal on the west, and on the east by Cape Trafalgar. This bend is sometimes called the Gulf of Cadiz, though this name is more generally confined to the Bay of Cadiz.

Cape TRAFALGAR (*the promontory of Juno*), the outer point of the Strait of Gibraltar, is a little hill rising from a long low point. It is famous for the great naval victory gained by Lord Nelson over the combined fleets of France and Spain, the 21st October 1805. On this point is a light-house.

Tariffa point is the south point of Spain. Between it and Cape Trafalgar are several towers to defend little rivers from the landing of the pirates; and off the point is the island Tariffa, small, round and even, with a light-tower, on the N.E. There is no passage between it and the point.

The rivers of Spain, which empty themselves into the Atlantic, are in general insignificant, both as to length of course and volume of waters, but most of them form small ports at their mouths for coasting vessels.

Bidassoa

Rivers.	Empties at.
Bidassoa	Fontarabia,
Urumea	St. Sebastian,
Orio	Orio,
Urola	Zumaya,
Deva	Deva,
Andaro	Andaro,
Lequietio	Lequietio,
Hea	Hea,
Mondaca	Mondaca,
Ybaychalval	Bilbao,
Ason	Santona,
Miera	Bay of St. Andero,
Saja	Suances,
Nansa	Barca,
Deva	St. Vincente de la Barquero,
Tina del Eata, Tina Mayor, St. Yusti, La Balotta	Between St. Vincent and Llanes,
Llanes	Llanes,
Niembro	Niembro,
Bidon	Bedon,
Riba de Sella	Junco,
Lastres	Lastres,
Linares	Villa Viciosa,
Pilas	near Gijon,
Abono	Abono,
Aviles	Aviles,
Pravia	Mures,
Canero	Canero,
Nouida	Luarca,
Navia	Navia,
Eo, or Miranda	Ribadeo,
Masma	Foz,
Fasouro	Fasouro,
Junco	Junco,
Mondoneda	Villa Velas,
Landrova	Vivero,
Del Sor	Puerto Barquero,
St. Marta Carin	Bay of Carin,
Esteiro	Bay of Cedeiro,
Jubia	Ferrol,
Mendeo	Betanzos,
Mero	Bay of Corunna,
Allones	Bay of Corme,
Rio de la Puenta	Camarina Bay,
Lezaro	Bay of Corcubion
Tambre	Bay of Muros,
Ulla, Arçobispo, Umia	Rio Roxo,
Vedra	Ponta Vedra,
Coldelas	Nigo Bay,
Romalosa	Bay of Bayona,
Minho	Guarda,
Guadiana	Ayamonte,
Piedra	Lepe,
Odiel	Huelva,
Tinto	Palos,
Rio del Oro	
Guadalquivir	St. Lucar,
Ratonejo	Bay of Cadiz,
Guadaletti	Sta. Maria,

Rivers. The Bidassoa, which separates France and Spain, must be considered as appertaining to the latter, for though the breadth of its entrance between the two shores is two-thirds of a mile, a ledge of rocks runs off from the French shore, so as to leave but a very narrow channel for vessels of 200 tons, close to the Spanish side. In the river nearly at the crossing place from Fontarabia to Andaya on the French side, is a small, barren, and uninhabited island, formerly named the Isle of Pheasants, but being the place where the conference was held between France and Spain, which produced the peace of the Pyrennees, it thence received the name of Isle de la Conférence.

The Riba de Sella is a great torrent, emptying itself between two mountains, with such velocity during the freshes that it is impracticable. At other times small vessels enter it with the flood.

The Miranda, which separates the provinces of Asturias and Galicia, has twenty-four leagues course.

The Minho, which on the coast separates Spain and Portugal, has its source in the mountains of Galicia, and derives its name from the quantity of red lead (*minium*) found on its banks. It is navigable only twelve leagues, and can only be ascended with the tide at flood, the ebb running out with such rapidity as to render it impracticable. Near the south bank is the islet Insoa with a Portuguese fort.

The

The Guadiana (*Anas*), which also separates Spain and Portugal, rises in the Sierra Morena (Black Mountains): its entrance is crossed by a bar, with eighteen feet at half tide and twenty-four feet at high water springs. This river disappears near Alicxar de St. Juan in la Mancha, and after running under ground near eight leagues, again emerges at some lakes called the Eyes of the Guadiana. At the mouth of this river is Higuerota island, with the little town of Canels on its west side.

The Tinto (*Urium*) also rises in the Sierra Morena, and has its name from the colour of its waters, which are quite yellow. It has also the property of hardening sand in a singular manner; it withers all the plants on its banks, nor will any fish live in it; it is given to animals to kill worms, but no animal will drink of it voluntarily except goats. It loses all these properties when it receives the streams of other rivulets at Niebla, six leagues from its mouth.

The Guadalquivir (*Bætis*), one of the principal rivers of Spain, has its rise in the Sierra Morena, and a course of 100 leagues. Its mouth is one mile wide, but a sand-bank runs off from each shore, and there are also some rocks which narrow the ship channel to a quarter of a mile. On the west point of the entrance is the tower of San Jacintha, and on the east the castle of Espiritu Sancto. Large vessels ascend to Seville, sixteen leagues from the sea, below which it spreads into a small lake.

The

Canals. The system of canals in Spain is still in embryo; two or three leagues have been compleated of one intended to join the Mançanares with the Tagus, to open a communication between Madrid and the palace of Aranjuez. The canal of Castile has been abandoned.

Port Towns. Guipuscoa. Fontarabia, the first town of Spain, is on the left bank of the Bidassoa, half a league from its mouth: it is strongly fortified. Passages, five miles west of the Bidassoa, is the best harbour on the Bay of Biscay for large ships, being an extensive basin, three or four leagues in circuit, surrounded by mountains, and with an entrance only ninety-two fathoms wide, between two great rocky points, so that vessels are, in contrary winds, obliged to warp or be towed in. A considerable portion of the basin dries at low water, but there is space for a large fleet in six to eight fathoms. The town on the west shore consists only of a single street. The entrance of the port is defended by the castle of St. Isabel.

St. Sebastian, the chief town of Guipuscoa, has 13,000 inhabitants: it is situated on a point of land washed by the little river Urumea (*Menœseum*), on the east, and by the sea, which forms a cove, on the west. On Mount Agudo, the west point of the cove, is a light-house. The river Urumea, which washes the walls of the town, receives vessels of fifty to sixty tons with the tide, and has a good salmon fishery. In the cove to the west is a haven

haven formed by two moles, where twenty-five to thirty vessels find space, but lay dry at low water. Nearly in the middle of the entrance of the cove is the lofty island of St. Clara, with a hermitage dedicated to this Saint. The passage in is between this island and the Peninsula, on which is the town, and which terminates on a lofty hill, named Mount Orgullo, (*Orgueil*), on which is the castle of La Mota. The town on the isthmus is surrounded by a rampart flanked by bastions and half-moons, and is commanded by La Mota, the ascent to which is by a spiral pathway. The commerce of St. Sebastian is considerable, exporting iron, anchors, cables, leather, and wool. Port Trona. Guipuscoa.

Orio has a small tide haven for vessels of twelve feet: vessels of considerable size are built here, and the hulls sent to Passage to be equipped. Zaranz, a village, to the east of which is a little islet and shoals. Descargo and Guetaria are fishing towns, the latter has 300 inhabitants, and is on a cove, which together with the lofty rock or islet of St. Antonio, joined to the main by a pier 400 feet long, forms a little dry tide haven. Zumaya, on the river Urola, that admits only small craft over a bar, has considerable iron founderies, the iron from which is sent to St. Sebastian. Deva, on a river which admits vessels of fifty to sixty tons at high water over a bar. Motrico, a pier haven on a cove used by vessels of 100 tons.

Andaro, or Ondarroa, on a little river that receives vessels of fifty tons. Lequietio, also on a river, Biscay.

Part I. Sect. Biscay. river, receives vessels of 100 tons, which lay dry at low water. Before it is the island St. Nicholas, left on the right in entering. The town and river of Hea is only frequented by fishing boats, it is two miles and half east of Cape Ogono. Monfons is on a river that receives vessels of 100 tons. Mondaca river forms a dry tide haven within two piers. Bermeo, on the west shore of a large cove, has a pier tide haven, and before it the isle of St. Francisco. Placentia, west of Cape Machichaco, is on the Durango, whose bar is practicable for vessels of fifty tons with the flowing tide.

Portugalette, a small town on the left bank of the Ybaychalval, half a mile above the bar, which almost crosses the river, leaving only a narrow and shifting channel practicable with the flowing tide towards the west shore.

Bilboa, the chief town of Biscay, is on the right bank of the river, two miles above Portugalette; it contains 15,000 inhabitants, and is celebrated for its fine climate and agreeable situation. Its trade is considerable in the export of wool, iron, chesnuts, and oil. The English chiefly take of the wool 50,000 bags, valued at five millions of piastres; the iron is sent to Corunna, Ferrol, and Cadiz, for the use of the naval arsenals; the chesnuts to England and the north. Here is a royal administration of marine, a school of coasting pilotage, and several building yards.

To Bilbao succeed the small towns of Somorostro, Ontoa, Castro-Urdiales, and Orinon; the

the two first are on creeks, which only admit small craft at high water. Castro is on the west point of an open bay, the bottom of which is foul, except near the shore, where three or four vessels may find clear ground. At the head of the bay is a pier dry tide haven for coasters. Port Thom. Biscay.

The harbour of Santona is one of the best of the north coast of Spain for middling sized vessels, but is little frequented. On the east shore of the entrance is the town of Laredo, with a pier haven for small craft: the village of Santona is on the opposite side, a mile up a small river. The entrance is defended by several batteries.

St. Andero is one of the most considerable towns in population and commerce of the north provinces of Spain. It is on a bay, bounded on the east by the island of St. Marino; and between this island and the head of the bay, where is the town, are the islands Moro and Letorre, and the great perforated rock Orodada; besides the outer harbour there is a pier haven at the town, where small vessels lie at a quay. The channels in are defended by two castles and several batteries. The town is built on an eminence, and has 10,000 inhabitants. Before the war it had forty-two national and eighteen French and English commercial houses, and it was the residence of the foreign agents, charged with the commercial relations of the ports of Biscay in general. Its exports are wool to England and France, iron, flour, and colonial produce, having the privilege of trading directly to the colonies, for which in 1808 forty-

Port Vivero. forty-five vessels cleared out, and from whence in the same year thirty-seven entered.

St. Martin, four leagues west of St. Andero, is a small tide haven for fishing boats. St. Vincente de la Barquero has a haven for vessels of twelve feet, with two channels in, formed by the little island Callo.

Llanes, a small dry tide haven. Riba de Solla, already noticed, is only a tide haven. Lastres river admits only vessels of forty tons. Villa Viciosa, on a point between two little rivers, and three miles from the sea: the entrance is crossed by a bar, admitting only vessels of twelve feet with the flood. Santoo, a little tide haven on the west side of the long point of Tazones, on which is a castle. On the east side of the point is an inlet with anchorage under it.

Gijon, a trading town of 5,000 inhabitants and fourteen commercial houses, has a good road and a dry tide haven within a pier, at the mouth of a river, for vessels of twelve feet. It is protected by a castle. The exports are chestnuts, filberts, and walnuts to England and the north; millstones from some neighbouring quarries, and grain to the Spanish colonies. Ferrol, a fishing village, a league west of Gijon. Candas and Luanco are on small coves, where the fishing boats lie afloat at low water. Aviles, three leagues N.N.W. of Cape de las Peñas, is on a point of land between the mouth of a river: it has 3,000 inhabitants, chiefly fishermen, and a dry tide haven for their boats. It is subordinate to Port St. Juan.

Juan. The river Pravia is dangerous, and only visited by small coasters. Luarca, on a river that admits vessels of ten feet. Four miles west of it is the island Romanilla de la Vega, before the harbour of Vega, to which succeeds the tide haven of Navia, where is some trade. Via Veles; Porcia, a little tide haven seldom visited; Castropol, on the right bank of the Miranda. Port Tornas. Asturias.

Ribadeo, on the left bank of the Miranda, is built on an eminence; vessels of seventeen feet enter the river, and make fast with a cable to the shore: the castle of St. Damien, on the west shore, defends the port. Rilo, a village at the mouth of the Masma, which admits small craft. Foz and Fasoura are almost useless, even to small craft. Villa Velas, on the Mondoneda, receives vessels of nine feet with the tide. Two leagues further west are the Farelons of St. Cyprian, two white rocks to the north of the little river of the same name, useless to shipping, but before which is anchorage within the island Suela. The island of Ansaron is N.W. of St. Cyprian. Galicia.

The bay of Vivero is a league wide and three leagues deep, affording good anchorage all over it, in six to eight fathoms. At the west point of the entrance is the island Gaviera, and at the head of the bay the island Quiemada. Vivero is on a steep hill, rising from the right bank of the Landrova, which forms a dry tide haven for vessels of seventeen feet.

The bay of Stanques le Varre, also called the inlet of Barquero, is on the east side of the Punta

Port Towns. Galicia.

de la Estaca; it is an excellent harbour, three miles wide and six deep, with six to four fathoms depth. The island Conojera is near the east shore of the entrance, and has on the west side a fishing village, with a pier of loose stones, within which the boats lay dry at low water.

Santa Marta and Carin are in the bay between Point de la Estaca and Cape Ortegal. The river of the former receives vessels of ten feet; the latter is practicable for larger vessels with the tide.

Cedeira, south of cape Ortegal, has a good, though small port, for vessels of burden, the entrance being between two high shores.

The harbour of Ferrol (*Magnus Portus*) is one of the best of Europe, being ten miles deep, and from a quarter to a half broad, with depth for the largest ships to Ferrol, five miles from the entrance, and for frigates two miles further. Both shores are lofty and lined with forts, and the haven, or arsenal, which is formed by piers, may be closed with a boom. Here are the necessary docks and magazines for a large fleet, together with barracks for 6,000 artificers, and a marine school. The town has 8,000 inhabitants, but no other trade than what the presence of the fleet produces, foreign merchandize not being allowed to enter it.

The bays of Ares and Betanzos are separated from Ferrol harbour by a peninsula: the islands of Marola and Miranda are in the entrance. These bays are open to the N.W., and consequently dangerous. The little towns of Ares, Redes, and Betanzos, are on these bays; the latter (*Flavium*

vium *Brigantium*) is on the side of a little hill, at the foot of which runs the Mendeo. Port Towns. Galicia.

Corunna, or the Groyne, is a celebrated port formed by a semicircular basin, two miles wide at the entrance, and two leagues deep; but has only a confined space of deep water, sheltered from the N. and N.W. winds. North of the town one mile is the tower of Hercules, an elevated building on a hill, which serves as a light-house, and may be seen twenty leagues. At each point of the harbour is a castle, St. Martin and St. Clara. The town, containing 4,000 inhabitants, is built on the south point of the entrance, and is composed of the old and new quarters; the latter, on the declivity of a hill, is surrounded by a wall, and has a citadel. The haven, which has a handsome quay, alongside of which vessels lay, is commanded, as well as a part of the road, by the forts of St. Antonio and St. Amaro; the former, on a steep rock, serves as a state prison. Opposite the town is an island, with a castle. Here is a royal tribunal of commerce, fifty-eight commercial houses, and most of the trading nations have consuls here. The first of every month a packet sails for the Canaries, Porto Rio, Cuba, and Vera Cruz; and the fifteenth of every second month one sails for the river de la Plata.

Port Santa Cruz is only fit for fishing craft; it is under the mountain of Pennaboa, one mile and a half from Hercules tower. The next place is Cayon, a fishing haven; and then Malpico, fit for vessels of ten feet. The bays of Corme and

Port Tosus. Galicia.

Laxe are between capes St. Adrian and Villano; they receive their names from fishing villages, and afford good anchorage and plenty of fresh water. The harbour of Cumilla is only used by fishing barks: it is on the north side of cape Villano.

Camarina bay, on the south side of cape Villano, has good anchorage. The town of Camarina is on the north shore, and that of Mugia, or Monsia, on the south: the former has a fishing pier haven, which dries at low water; the bay is defended by a fortress on a point.

The fishing town and pier haven of Finisterre is half a league N.E. of the cape. The town of Corcubion on a bay farther east, and that of Cé on the same bay, are small places; but the bay is fit for the largest ships, with the wind from the north, southerly winds throwing a great sea in and rendering it dangerous.

Muros bay has good anchorage. On the north shore is the town of Muros; and at the head of the bay, Noya on the Tambre. Between Muros bay and the Rio de Roxa are the islands Besones.

Rio de Roxa, or Arosa, is a deep inlet, two leagues wide at the entrance, but filled with rocks. The islands, Presciras and Salvora, lie before it; the latter rises to a high hill. There are several fishing villages on this inlet, but no town.

Ponte Vedra bay is separated from the Rio de Roxa by a peninsula, and before its entrance is the island Ons, three miles long N. and S. with a channel on either side for the largest ships; it is uninhabited,

uninhabited, but has two springs of good water, and the people on the main send some horses to graze on it. On the south shore of the bay is port St. Marino, and at the head is PONTE VEDRA, an agreeable town of 2,000 inhabitants, on a hillock, washed by the little river Vedra. It has a considerable fishery of sprats. Port Tuyas. Galicia.

VIGO BAY is separated from Ponte Vedra by a tongue of land: it is two miles wide at the entrance, across which lie the two isles of Bayona, sometimes called Seyas de Bayona and Estellas, (*Insulæ Dies*). The northernmost and largest is three leagues long N. and S.; the southern two miles. They have fresh water, and pasture some cattle: the channel between them is filled with rocks. The town of Vigo is on the south shore of the bay, built on a rock, surrounded by a wall, flanked by four bastions, and commanded by a castle. Its population is 2,500; but though vessels of the largest size may lay secure in any part of the bay up to Redondela, a league above Vigo, it has little trade, exporting only some cured sprats and tunny fish.

The bay of Bayona, south of Vigo bay, is nearly crossed by a bank, on which are two islets; and off Cape Fasalis, the south point of the bay, is Lobos (*Wolves*) reef. Bayona is a fortified town and castle, at the foot of a high mountain. South of the bay is the fortified monastery of Oya, intended to afford protection to vessels chased by the Barbary pirates. Guarda, on the Spanish bank of the Minho, two miles within its mouth, is a forti-

Port Towns. Galicia. fied town, with a pier haven for small vessels. Gayon is three leagues above Guarda, and two leagues higher is Tuy (*Tyde*), a strong town within cannon shot of the Portuguese fort of Valença.

Andalusia. Ayamonte, on the Spanish bank of the Guadiana, is a considerable fishing town. Lepe, on the right bank of the Piedra, receives small vessels, but the access is difficult. Taran, Port St. Michael (*Menestheus*), Huelva (*Onoba*) on the Odiel, and Palos on the Tinto, are of little note, except the latter, which derives an historical celebrity from being the place of departure of Columbus on his first voyage, which produced the discovery of America.

St. Lucar de Barromeda, on the left bank of the Guadalquivir, two or three miles from its mouth, is a small town and the port of Seville. Ships of fifteen feet lay afloat before it at all times.

Seville, (*Hispalis et Julia Romula*), sixteen leagues above St. Lucar, contains 100,000 inhabitants: it is built on a plain, and is surrounded by a high wall flanked with 166 towers, all built of a cement which has acquired the hardness of stone. The streets are narrow and crooked, but the houses in general well built. Before the French invasion it contained thirty-one churches, sixty-eight monasteries and convents, and an office of inquisition. Though its commerce is much reduced by the transfer of the colonial trade to Cadiz, it still exports to the value of sixty millions of reals.

Cadiz (*Gades*, founded by the Phenicians) is the

the first commercial city of Spain, and has from 70 to 80,000 inhabitants. It is situated at the end of a peninsula, forming the north extremity of the Isle of Leon. On the west and south it is defended by nature, the shore being so steep, lined with rocks, and furiously beaten by the waves, as to render a landing impossible. Towards the road on the north, the depth of water is not sufficient to allow its being attacked by heavy shipping, and on these sides it is surrounded by a wall flanked with bastions. Its only vulnerable point is therefore, at the isthmus on the east, and this is crossed by regular fortifications, in which there is but one gate, and four towards the water. Cadiz is the chief place of one of the maritime divisions. The naval arsenal, called the Carracca, is situated on the south shore of the inner road six miles from the city. It has three large docks and twelve building places, and employs 5,000 workmen. Previous to the latter wars with England, Cadiz had 720 mercantile houses, of which 100 were foreign, *viz.* English, Dutch, French, and German. In 1791, 1,010 vessels entered as follows:

Port Towns.
Andalusia.

Spaniards	339*	Swedes	25
English	180	Ragusans	24
French	116	Genoese	6
Portuguese	101	Venetians	2
American	90	Hamburghers	1
Dutch	80	Imperials	1
Danes	41	Trieste	1

 The

* Of which 177 were from the Colonies. In 1801 the number entered from the Colonies was only twenty.

Port Terra. Andalusia.

The town of the Isle of Leon, two leagues east of Cadiz, has 40,000 inhabitants; and nearly adjoining it has been laid the foundation of the town of St. Carlos, the plan of which is perfectly regular, and it is intended to contain the marine hospital, barracks for the workmen, academy, &c. The Isle of Leon (thought to be *Tarshish* and *Tartessus*) is separated from the main by the channel of St. Pedro, three leagues in length, with twenty-four feet water, and crossed by a bridge.

Puerto de Santa Maria, on the Guadalette, four miles and a half from Cadiz, is a well built town of 12,000 inhabitants. Vessels of nine feet enter the river at low water. Cadiz having no good water, is supplied from hence by vessels constructed on purpose, and the annual expense of which is said to be near 100,000 piastres.

Puerto Real, on the north shore of the inner road of Cadiz, has 10,000 inhabitants. Near it are extensive salt-works, which afford 21,300,000 quintals of salt annually.

Conil, a fishing village two leagues N.W. of Cape Trafalgar, has anchorage before it in ten to twelve fathom.

Commerce.

We find few historical notices of the commerce of the northern provinces of Spain during the early or middle ages, and it was not until the fourteenth century that we knew of their exporting their wool to the North.

The exports of these provinces are confined to the

the productions of the mines and soil, *viz.* iron, wool, chestnuts of Biscay, and filberts of Asturias; Galicia having nothing to export but a small quantity of anchovies, which are taken from Vigo, Ferrol, and Corunna. The iron goes from the ports of Biscay principally to England. The wool is collected at Burgos, and thence transferred to the ports of Biscay, from whence it is sent chiefly to England, Holland, and France, to the amount of 80,000 quintals. The value of the chestnuts and filberts sent to England and the North is only 400,000 reals. Commerce.

The imports to these provinces (chiefly from England, Holland, and France) are fine woollens and linens, hardware, salt butter, salted cod, and fish oil. The ports that have a direct foreign trade are St. Sebastian, St. Andero, Laredo and Bilbao; Luarca and Cudillera, Corunna and Vigo.

Biscay proper, with respect to its commercial privileges retained from ancient times, forms a kind of separate state from the rest of Spain, paying no duties on exports or imports, and consequently having neither custom-houses nor custom-house officers. The frontiers are, however, strictly watched, to prevent the clandestine introduction of merchandize through this province into the others. In consequence of this exemption from duties, which the Biscayens are obstinate in preserving, they are prohibited the commerce with America.

Spain had formerly very considerable fisheries on the coasts of the ocean, a million of persons, according to Spanish writers, being at one period employed Fisheries.

Fish. employed in this branch of industry. They have, however, been long reduced to insignificance, for though the fish still continue to visit these coasts in such abundance that it is often sold by cart-loads for a mere trifle, industry and capital are both wanting to elevate the fishery as an object of national riches. The import of salt cod from England is estimated (for the whole of Spain) at three millions of duros; the Newfoundland cod being preferred to the Norwegian, and the attempts made to substitute the fish taken on the coasts of Biscay and Asturias have been without success. The rivers of these coasts are also so abundant in salmon, that in the Urumea in particular it is sold for four quartos, or three farthings, the pound. Spain has long ceased to have any foreign fisheries, and those of the Mediterranean are noticed in the sequel.

Navy. In the fourteenth century the Spanish marine, both with respect to war and navigation, held the first place in Europe, and the names of Columbus, Magellan, and Mendana will live for ever in the page of history with that of our immortal Cook; but the naval glory of Spain disappeared with her *invincible armada*, and under the three first Philips and the second Charles, she had neither ships nor seamen. During the war of the Succession a transient activity was observed in naval affairs; and in the two last reigns, considerable efforts have been made to revive the military marine. At the conclusion of the war of 1701, the fleet consisted of [illegible] seven ships of the line and

and thirty frigates. In 1770, fifty-one of the line from 112 to 58 guns, twenty-two frigates, and twenty-nine lesser vessels. In 1774, sixty-four of the line, of which eight were three-deckers, twenty-six frigates, and twenty-seven smaller vessels. In 1778, sixty-seven of the line, thirty-two frigates, and sixty-two small vessels. At the end of 1793, the numbers were, Navy.

70	Ships of the line, from 112 to 54 guns.	
46	Frigates	42...18
3	Sloops	20...18
16	Xebecs	36...14
13	Bilanders	20...10
28	Brigantines	24...10
12	Ourques	40...20
4	Gallies	3
4	Galliots	3
3	Bombs	10
8	Packets	
7	Schooners	
2	Fire-ships	
216		

The number of sea officers in the year 1798 was

2	Captains-Generals or Admirals
24	Lieutenants-Generals or Vice-Admirals
41	Commanders of Divisions or Rear-Admirals
52	Brigadiers or Commodores
118	Captains of ships of the line
175	Captains of frigates
251	Lieutenants of ships of the line

232 Lieu-

233 Lieutenants of frigates
231 Alferez (ensigns) of ships of the line
304 Alferez of frigates
308 Cadets or Midshipmen

1,739

All the subordinate officers rise to the rank of captains of ships of the line by seniority, as well as merit and interest. There is also a corps of pilots having rank as officers. It is composed of four classes, chief pilots, second pilots, coasting and harbour pilots. The chief pilots are divided into two classes, and seem to answer to masters in the English navy, the second pilots to second-masters and masters'-mates. This corps has a particular commandant at Cadiz.—Its number in 1798 was 464.

Attached to the marine are also corps of engineers, artillery, and infantry. The corps of engineers consists of forty officers. Its chief has the rank of a flag officer, and the others rank with the sea officers according to their classes. The artillery is composed of sixteen brigades, viz. six at Cadiz, six at Ferrol, and four at Carthagena, at each of which ports it has a resident staff. The strength of this corps in 1797 was 2,011. The infantry or troops of the marine consists of twelve battalions, four at each royal port: its strength 12,384.

The seamen for the fleet are raised by inscription in classes. 55 to 60,000 are registered, but of which not above 40,000 could be levied.

The

The civil administration of the marine answering to the English Navy Board, is stationary at Madrid. It consists of an inspector general, usually a flag officer, three indentants, viz. one for each royal port, always a flag officer, a chief contador for each of the ports, who has the victualling department, and two treasurers or paymasters at each port. The subordinate officers, clerks, &c. in this department, make the whole number amount to upwards of 500 persons. Navy.

The principal civil officers of each port are a chief engineer, who superintends the works carrying on in the dock-yards; and a commandant, charged with their police. The total number of persons employed in the three naval arsenals exceeds 20,000, including 4 to 5,000 galley slaves employed as labourers. Each arsenal has a naval hospital and a marine academy.

The materials for her navy which Spain possesses at home are oak timber, iron, and hemp; the latter, which was formerly procured from the North, being now furnished by Grenada, Arragon, and Navarre, and of it the cordage and sail-cloth is made. A great quantity of cordage is also made of the Esparto rush: the cables of this substance having the property of floating, are peculiarly adapted for anchoring over a rocky bottom. The copper of Mexico and Peru is used for sheathing the Spanish ships. A number of ships are also built at the Havannah of the cedar of the country.

PORTUGAL.

Coast. Head lands, &c.

THE coast of Portugal, as far as Peniche, is for the most part low near the sea, but lined by a ridge of mountains a few leagues inland. From Peniche the shore is moderately high, with high inland mountains. The principal noted points are Golden Mountain, a little north of Viana, and Cape Mondego, moderately high, north of the river of the same name.

PENICHE, called the Gibraltar of Portugal, is a peninsular mountain, stretching into the sea, the extreme point of which is Cape Carbocira. Four leagues and half west of it are the Barlingas, a group of islets and rocks, occupying a space of two leagues and half. Some of them are inhabited, and on the largest is the fort of St. Janao: there is also a good road under this castle. Between the islands and main is a channel, with twenty-five fathoms. Lake Obidos, north of Peniche, is a lagoon two miles long, communicating with the sea by a narrow gut, sometimes choaked with sand: it abounds with fish.

The Mountain of Cintra is a vast assemblage of large rocks, with an ascent only on the east side to its summit, which is 3000 feet high, and where is a convent of Hyeronimite Monks, appearing to overhang the sea, the chapel to which

occupies

occupies the site of a Roman temple of Luna, whence this rock received the name of *Promontorium Lunæ*, it was also antiently called *Hierna*; on its sides a little brush-wood only is seen in the crevices of the rocks. Two leagues farther south is *Cape Roxent*, *Roca*, or the Rock of Lisbon, the western point of Europe, and the north limit of the bay of Lisbon. On its summit, which equals in height that of Cintra, is a kind of hermitage in the rock, called the Cork Convent, from its inside being covered with cork to obviate the inconvenience of its dampness. Lower down is a piece of water, which fertilizes the little gardens of the Franciscans, who inhabit this natural hermitage.

Cape Espichel, the south point of the bay of Lisbon, called St. Ube's Hook by English seamen (*Barbarium Prom.*) is a level platform of naked granite, terminating the lofty Sierra de Arabida. On it is a light tower and chapel, and between it and the entrance of the Tagus is the Albufeira, a lagoon that dries in some summers. Cape Sines is a projecting point between Capes Espichel and St. Vincent. Nine leagues south of the former are the two remarkable hills, called the Blue Mountains by English seamen; and ten leagues west of Cape St. Vincent commences the high Sierra de Monchique, which encloses the province of Algarve* on the north, and terminates at Cape St. Vincent.

Cape

* Algarve is an Arabic word, signifying corner.

Coast. Head lands, &c.

Cape St. Vincent (*Sacrum Prom.*) the S.W. point of Portugal, is a mass of naked lime-stone, rising perpendicularly in cliffs eighty feet high, on whose summit is a fortified monastery; and off it, at the distance of 100 fathoms, a high rock, within which, it is said, vessels have ran when chased by the Barbary cruizers. Off this cape was gained the naval victory by Sir John Jarvis over the French and Spanish combined fleets.

From Cape St. Vincent to Cape St. Maria, the shore is generally low, with a sandy beach of easy access, but the high ridge of Monchique is seen ten to fifteen leagues inland. Cape St. Mary (*Cuneum Prom.*) is on the island Cacs, separated from the main by a boat channel. Some other islands are in the same group, on one of which is the Fort of St. Lorenzo, and the village of Figueira. Within them, on the main, is the remarkable peaked hill of Figo, rising from the low land.

Rivers.

Though Portugal is extremely well watered, she has no river above the fourth class; nevertheless they are of great utility in facilitating internal communications, and thereby render artificial inland navigation unnecessary.

Rivers.	*Empties itself at.*	*Rivers.*	*Empties itself at.*
Minho, for which see Spain		Leyra	Parades
Lima	Viana	Alcoa	Paderneira
Neyra	Castle Negon	Silis	Salir
Cavado	Esposende	Tagus	Lisbon
Dave	Villa Condé	Sadoa	Setuval
Douro	Oporto	Adura	
Vouga	Aveira	Odemira	Villa Novada
Mondego	Buarca		Milfontes

Rivers.	Empties itself at.	Rivers.	Empties itself at.	Rivers.
Quartera	——	Guadiano (see Spain)	Castro Marino	——
Sequa or Ghilaon....	Tavira			
Val Fermosa	Faro			

The Douro and the Tagus alone are worthy of detailed notice. The former (*Durius*) rises in the province of Old Castile, and has a course of 860 miles. Its mouth is crossed by a bar, with but eighteen feet at half tide. In winter, when it is swollen by the torrents from the mountains, the current is so strong, that the strongest cables are insufficient to hold vessels in the stream, and at these times the surf on the bar is so violent, that ships are often obliged to wait three weeks for an opportunity to cross it. In the entrance are also several sunken rocks, round which the sand accumulates and forms banks that increase every year. The English merchants interested in the trade of Oporto, offered to clear the channel by blowing up the rocks, but the offer was refused, on the idea that they were the best securities against the descents of the Barbary pirates. The river is navigable for craft twelve leagues above Oporto.

The Tagus (*Tajo*), antiently celebrated for its golden sands, has its source in New Castile, and after a course of 500 miles, empties itself into the bay of Lisbon. Its entrance is at times dangerous by several banks: the principal, Os Cachopos, lies nearly in the middle of the entrance; another bank lies to the north of this, with only a boat channel, named the Corridore, betweeen it and

Rivers. the north shore. The channel between the two banks is called the Carrick Deep, and is crossed by a dangerous bar, called the Bar of Lisbon: there is no passage between the banks and the south shore. The Tagus is navigable sixteen leagues above Lisbon, and might easily be made so ten leagues farther, to Alcantara, on the frontiers of Spain.

Port Towns. Portugal possesses two seaports of the first consideration, and five which may be considered in the second class. The first are Lisbon and Oporto; the second, Setuval, Faro, Viana, Aveira, and Tavira.

Lisbon, the antient *Olisippa* and *Felicitas Julia*, deservedly acquired the name of *Happy* from the beauty and salubrity of its climate, for it is found to have 200 fine days, and but eighty rainy days in the year. It is in the province of Estramadura,* and situated on seven hills, rising from the north bank of the Tagus, three leagues within the bar. It may be divided into the Old and New town, the latter being that part rebuilt since the terrible earthquake of 1755. This part is neat and regular, and its streets have footways on each side and sewers. In the old part the streets are so narrow and the houses so high, that the sun never shines on the pavement, except when passing the meridian. It is surrounded by walls flanked with towers,

* Extrema Duril.

towers, and has a small citadel nearly in the center of the city. As it has most to dread an attack by shipping, the banks of the river on both sides are lined with forts. The first met with at entering is Fort Lorenzo, or the Tower of Bugio, on a sand-bank, which serves as a prison for the convicts sentenced to be transported to Angola or Goa. Fort St. Julian is on a rock on the north shore of the entrance, and Fort St. Antonio on the south. The population of Lisbon is from 180 to 200,000 souls. It is one of the most commercial cities of Europe, having 200 mercantile houses, of which 150 are English, and its trade employs between 1,000 and 1,500 vessels annually. In 1790 there cleared out 967: viz. English, 319; Portuguese, 252; North Americans, 75; and 321 of all other nations. In 1797 the numbers entered and cleared out were

Fort Towers.

	Entered.	Sailed.		Entered.	Sailed.
English	533	466	Genoese....	9	13
Portuguese ..	300	309	Lubeck	9	10
Danes	218	229	Morocco ..	9	2
Americans ..	154	161	Oldenburg..	6	8
Prussians...	80	86	Neapolitans	4	3
Hamburgers	43	43	Spaniards..	3	4
Ragusans....	22	23	Pappenburg	2	2
Venetians ..	19	24	French	1	1
Bremeners ..	10	11	Imperial....	1	1
			Total	1,423	1,416

Besides, in the same year, there entered Lisbon,

of ships of war, English 232, Portuguese 61, American 1.

Oporto (Calle), the second city of Portugal in population and commerce, is in the province of *Entre Minho y Douro*, and on the north side of the Douro, seven leagues from the sea. It is built on the side, and at the foot of a steep rocky hill, so that some of the streets are extremely steep, and many of them very narrow. Its population is 60,000. The city is open, but the approach by the river is defended by several batteries and forts. Ships drawing sixteen feet go up to the town, and either anchor in the stream, or lay alongside a quay. Its commerce may be judged of by the number of vessels it employed in 1796.

	Entered.	Sailed.		Entered.	Sailed.
English	88	99	Americans	10	6
Danes	51	—	Lubeckers	4	4
Hamburgers	36	34	Bremen	2	—
Portuguese	35	42	Spaniards	2	2
Swedes	32	29	Pappenburg	1	1
Prussians	27	26		—	—
			Total	288	263

Setuval, in the province of Estramadura, called by the English St. Ubes, and by other foreigners St. Yves, is the third commercial city of Portugal. It has 12,000 inhabitants. The streets are narrow, the houses small and ill-built. The entrance to the port is through a large bay, and is encumbered with sand-banks, leaving but one narrow channel for ships, with three fathoms

fathoms and a half at half tide. The approach to the town by the sea is defended by the tower of Oatoa, in a ravine, near which is a light-house, and by Fort St. Philip, one mile below the town. It has fifteen mercantile houses. Its export (besides some wine and oranges,) is principally salt, from the salt-works on the river Sadao * in the neighbourhood, which is chiefly taken off by the Swedes and Danes for their fisheries. The entries and clearances of vessels in 1796, were: Port Tyrus.

	Entered.	Sailed.		Entered.	Sailed.
Swedes.....	177	173	Lubeckers ..	8	7
Danes	145	147	Oldenburg ..	8	6
N. Americans	71	72	Pappenburg	5	3
Prussians	68	68	Bremeners ..	4	3
English	46	45	Ragusans ..	2	2
Portuguese ..	13	19	Spaniards....	1	—
Hamburgers	10	6		—	—
			Total..	568	551

Faro (*Ossobona*), on the river Val-Fermosa, within the island of Cape Santa Maria, in the province of Algarve, is a well-built town of from six to 7,000 inhabitants. Vessels of eighteen feet can enter the river at high water, but cannot approach the town nearer than two leagues. The town itself is open, but is protected by a castle. It exports wine, sprats, figs, oranges, and tunny fish.

* The name of this river is greatly corrupted in most maps and geographical works. Sador, Zadaon, Cadaon, Cadao, Caldaon, Caldas. It is the ancient Calipos.

Port Towns. VIANA, on the north shore of an inlet, or river Lima (*Lethe*), four leagues south of the entrance of the Minho, is situated at the foot of a steep mountain, well built, and has 7,000 inhabitants. The entrance of the inlet is crossed by a bar, with but twelve feet at high water; and from the north point a bank of rocks extends nearly half way across. On the south point are two light-houses. Large vessels are obliged to lay out in the roads, entirely exposed to the sea, but protected from attack by a strong castle.

AVEIRO, in the province of Beira, is situated among salt marshes. It has 7,000 inhabitants, but its commerce is inconsiderable, small barks only being able to approach the town, on account of a dangerous bar which crosses the mouth of the inlet in which it is situated.* It, however, exports a considerable quantity of salt, but of an inferior quality to that of Setuval, and has besides a productive sardine fishery.

TAVIRA (*Balsa*) in Algarve, on the river Ghilaon, a league from its mouth, can only receive small craft with the tide. It is a neat well-built town of 7,000 inhabitants, surrounded by an old wall, outside of which is a suburb; the entrance of the river is defended by a small fort.

The other ports of Portugal have little to render

* The bay, or inlet, of Aveira, is formed by a long sandy neck of land, parallel to the main, on the north, and another on the south, which inclose a large basin, but filled with shoals and islands. On the bar is but twelve feet at half tide.

der them worthy of particular notice, we shall therefore confine ourselves to pointing out their situations. Port. Proper.

Caminha, a fortified town on the left, or Portuguese bank of the Minho, opposite Guarda; its situation is denoted by a high steep hill to the north, the top of which makes in a saddle. Esposende, a large village, on the north bank of the Cavado, which admits vessels of nine or ten feet at high water, over a bar, by a shifting channel. Faon, a large village, opposite Esposende, before which are the Cavallos de Faons, two ledges of breakers, two miles off shore. Villa de Condé, on the right bank of the Dave, before the mouth of which are many rocks, and it is also crossed by a bar, with but ten or twelve feet at high water; but vessels that can go over it lay always afloat within. Metelyne, a village on a cove, before which are the Lechones, a ridge of rocks above water, half a league north of the entrance of the Douro; there is a passage, with eight fathoms, between them and the main, and half a league S.W. of their southern extremity is a dangerous sunken rock. St. Juan de Foz, on the north side of the entrance of the Douro, a considerable town and fort, commanding the mouth of the river. Entre Minho y Douro.

Varhino, on the shore of the bay of Aveiro, has 4,000 inhabitants. Buarcas, on the right bank of the Mondego, which admits vessels of twelve feet at high water over a shifting bar. Beira.

Parades, on the right bank of the Leyra; opposite which, on the left bank, is Passage. Paderneira, Estremadura.

Port Towns. neira, on the north bank of the Alcoa: here small men of war are built, and sent to Lisbon to be equipped. Alcobaza, St. Martin, on the north, and Salir de Porto, on the south bank of the Sylis, which admits vessels of eight or nine feet. Porto Cambia, on the north side of Peniche. Peniche, a town and castle, on the south side of the peninsula. Maceira, on the north bank of the Mangola. Cintra, a handsome village, five leagues from Lisbon, where the nobility of the capital have their country seats. Colores, a small town at the foot of a mountain, close to the sea: it is celebrated for its orchards, chesnut woods, and excellent wine. Cascaes, in the bay of Lisbon, east of Cape Roxa, it, is a castle and village.

Valeria, three miles east of Cape Espichel. Cezimbra, a large fishing village on a cove, before which is good anchorage, within protection of an old castle on a hill. Arabida, a similar village, with anchorage within a bank, sheltered from all winds but south. Troya, on the south bank of the Sadao, is a small village, built amidst the ruins of a Moorish city, and on the site of the ancient *Catobriga*, a Roman colony. Comporta, on a branch of the same river, receives small craft with the tide. St. Yago de Cacem, on the north shore of the lagoon of Pera. Sines, a small town at the mouth of a little river, which only admits boats; before it are the Perceveira rocks. Villa Nova de Milfontes, on the right bank of the Odemira. Serdao, in a bay called la Refura.

Sagres, a village and fortress four miles east of Cape

Cape St. Vincent, situated on a point of land between two coves, with good anchorage, and shelter in each according to the wind. It derives some historical celebrity from being the residence of Prince Henry, the patron and first promoter of the Portuguese voyages of discovery. Lagos (*Lacobriga*), a town of 4,000 inhabitants, on an eminence, surrounded by old walls, has a little haven for small craft of eight or nine feet, at the mouth of a river. Villa Nova de Porto Mao (*Hannibalis Portus*), a town of 500 houses, surrounded by a high wall, two miles from the mouth of a river, which is crossed by a bar, with eighteen feet at high water and ten at low. Albufeira, a considerable town on the shore, with a fort. Villa Reale de St. Antonio, a new and handsome town at the mouth of the Guadiana, but with few people. Castro Marino, on the same river, is a small fishing town, with a castle on a hill. Port Tenia. Algarve.

Before the discovery of the Cape of Good Hope, the Portuguese contented themselves with their indigenous productions, without seeking for foreign luxuries, and many of the other nations of Europe had made considerable progress in maritime commerce while Portugal was still sunk in ignorance and barbarism. Even at the present time, though the kingdom affords a variety of valuable objects to aliment an extensive foreign commerce, the national indolence is such that this commerce is almost entirely passive, the Portuguese Commerce.

Commerce. guese merchant marine employed in it before the recent wars, not exceeding 100 vessels of any burden.

The principal commercial productions of Portugal, are wines, wool, oil, fruits, salt, cork, &c. besides which she exports the produce of her colonies. From Spain she receives the iron of Biscay; from France, linens of Britany, silks, cambricks, fine woollens, laces, leather, hardware, jewellery, watches, stationary, mercery, looking-glasses, fire-arms, nails, &c.* From Holland, corn, cheese, and colours. From Germany,† corn, linen, and iron manufactures. From the Danish dominions, corn and timber. From Sweden, corn, iron, steel, copper, pitch, and tar. From Russia, corn, hemp, flax, sail-cloth, timber, pitch, tar, tallow, and furs.‡

The chief trade of Portugal is, however, engrossed by the English, and is founded on the basis of mutual advantage. By the treaty of commerce concluded in 1703, it was agreed that the woollen manufactures of Great-Britain should be admitted into Portugal on payment of two-thirds only of the duties paid by those of France. This treaty, though evidently advantageous to Portugal, who

* In 1787, Portugal exported to France for the value of ten millions of livres, and imported from thence for four millions only.

† In 1787, thirty-seven vessels, of which only two were Portuguese, exported from Portugal to Hamburg, for five millions and a half of francs.

‡ In 1789, twelve vessels imported from Petersburg into Portugal, for 223,195 rubles.

who could not otherwise find a market for her wines, the chief of her productions, was still more so to England, for the wines and other produce of Portugal not being sufficient to balance the imports of woollens, &c. from England, the deficiency was paid in the precious metals. In 1776, the trade of Great-Britain to Portugal exceeded the aggregate of all other nations, and in 1785 the imports from and the exports to the British islands were :— Commerce.

	Imports. Res.		*Exports. Res.*
Lisbon....	2,448,000,000	..	551,000,000
Oporto....	780,000,000	..	960,000,000
Setuval. ...	110,000,000	..	27,000,000
Figueira...	43,000,000	..	2,482,000
Algarve...	1,341,000	..	23,315,000
Viana.....	.....	..	8,508,000
	3,384,341,000	..	1,564,305,000

Balance in favour of England 1,818,000,000, nearly, or upwards of half a million sterling.

In 1784, Portugal imported from

Ireland for.....	366,734,000
and exported for.....	140,439,000
Balance in favour of Ireland..	226,295,000

upwards of £68,000.

The chief imports from England are woollens and other manufactures, coals, tin, and Newfoundland cod, for £200,000 sterling. From Ireland, linens, salt provisions, and butter.

Since 1785, the imports from the British islands have

Commerce. have considerably diminished, owing chiefly to the improvements in the Portuguese manufactories, and at the commencement of the French revolution the balance in favour of England was reduced almost to a cypher.

Besides the avowed trade between England and Portugal, an extensive system of smuggling was formerly carried on by the English packets that sailed from Falmouth to Lisbon, these vessels being free from search until 1772. Between 1759 and this year, they are calculated to have smuggled out of Portugal nine millions and a half sterling, in coin and ingots.

The general average of the exports of Portugal in peace, independent of colonial produce, was estimated as follows:—

Wines almost entirely to England	58,000 pipes.
Wool ..... do.	1,000,000 pounds.
Green fruit (oranges. lemons, grapes, and pomegranates).	80 cargoes
Dried fruit (raisins, figs, and almonds)	15 do.
Salt, chiefly to Denmark and Sweden	100,000 bushels
Oil (500 to Brazil).....	700 pipes.

Colonies. The colonies of Portugal, Brasil excepted, from the negligent manner in which they are managed, and the general indolence of the nation, both at home and abroad, are of very little importance in a commercial point of view. In the Atlantic

Colonies.
Brasil.

nds of indigo.
l barrels of oil of Copaiba.
nds of pecharis.
twelve to fifteen millions of
cious stones for two to three
ive of bees'-wax, silk, liquors,
Peruvian bark, lignum vitæ,
r fine woods. The precious
e only allowed to be exported
the Brasil wood and tobacco
the crown. The ports of
direct trade with Lisbon, are
and Rio de Janeiro.
even ships entered Lisbon
rica.

Commercial Treaties.

nd political position of Por-
eek foreign aid to preserve
d England being the only
rding her that aid, and at
hom she has nothing to fear,
xisted for more than a century
treaty of alliance being signed
e treaty of 1703, already no-
never ceased to attempt weak-
h influence in Portugal; but her
nsuccessful until 1797, when the
es of the two nations signed a treaty
, by which France acquired ex-
mercial privileges, but this treaty was
by the government of Portugal. In
rtugal was forced to conclude another
by which French woollens were to be
admitted

Colonies. polized by them. On their subjection to Spain, the Dutch drove them from most of their establishments, and though they recovered them with their independence and renewed the trade, they had now so many concurrents, in the Dutch, English, and French, that the extent of it was greatly diminished, and they at length relinquished both it and their settlements from Cape Spartel to the river Cassamança. They still, however, claim the exclusive trade from this river to river Nunez inclusive, and have several establishments in this territory, as well as on the Sierra Leone, and Mesurado, and a factory at Whidah. Their establishments in Lower Guinea are of more importance, and they claim the exclusive right of forming settlements, from the river Zaire to the south.

The islands of St. Thomas and Prince, in the Gulf of Guinea, are useful in carrying on the slave trade, and the former also affords some wine, sugar, and ginger, imported into Lisbon.

The number of slaves taken annually from the west coast of Africa to Brasil, is 12,000. The commerce of this coast is free to all the subjects of Portugal, and the establishments are supported by the crown.

East Coast of Africa. On the east coast of Africa, the Portuguese still retain a nominal empire of vast extent, but of very little real value. The tribute paid by fifteen chiefs, who are honoured with the titles of kings may flatter the national vanity, but does not cover by a great deal, the expenses of the establishments, though

though they are all in a very bad state. The principal is Mosambique; the others in succession are Melinda, Mombaza, Quiloa, Monfia, Zanzebar, and Pemba; each of which has its king allied, or tributary, to the crown of Portugal; Brava is a republic under its protection, and Quilimany is of little importance. A few slaves are sent from this coast to Brasil. Colonies. East coast of Africa.

After possessing, for more than a century, the undivided dominion of the Indian seas, Portugal saw her power in these regions melt away before the courage, prudence, and perseverance of the Dutch, as rapidly as it had been raised on the pusillanimity and ignorance of the Indians. All that now remains of her vast empire in the East, are the establishments of Goa, Diu, Demaun, Choul, and Bassein, on the western coast of the peninsula; a factory at St. Thomé, near Madras; another on the Hoogly; the city of Macao, in China; and a part of the island of Timor. The commerce between Portugal and these possessions occupies in general only three to four annual ships, whose return cargoes are valued at from 200 to £250,000. In 1789, there entered Lisbon three ships from Bengal, six from Macao, one from Goa, and two from the Coromandel Coast. Total twelve. East-Indies.

The little value of the other colonies of Portugal is compensated by the possession of Brasil, abounding in mines of gold and precious stones, and affording the richest harvests of the torrid zone. The indolence of the Portuguese and their mistaken Brasil.

Colonies. Brasil.

mistaken colonial system, have however hitherto prevented the mother country from deriving any advantage, proportionate to its capability, from this vast territory. Until the emigration of the royal family, its ports were hermetically sealed against the commercial flags of every foreign nation, and its productions were conveyed to Lisbon by an annual fleet, which at first rendezvoused at the Bay of All Saints, but since the discovery of the gold mines in the vicinity of Rio de Janeiro has sailed from that port. In return for manufactured goods, flour, oil, wine, brandy, and salt,* Portugal receives annually from Brasil, as follows:—

45,000	chests of sugar of twelve to fifteen hundred weight each.
1,120,000	pounds of coffee.
340,000,000	do. of cotton.
240,000	hides, raw or dried.
14,000	tanned do.
20,000	quintals of Brasil wood.
100,000	bags of rice, 150 pounds each.
100,000	bags of Cacao, 120 pounds each.
120,000	pounds of Sarsaperilla.
60,000	pounds of Cassia.
60,000	pounds of Curcuma.
180,000	

* Though in the vicinity of Bahia, Cape St. Roque, and Cape Frio, abundance of salt is formed naturally by the sun, it is strictly prohibited to the inhabitants of the governments of Fernambuco, Cape Frio, and Rio Grande, to convey the smallest quantity to Bahia, Rio de Janeiro, Santos, or any other place, the supplying of which is reserved to Portugal, and is farmed out. The inhabitants of these salt districts may, however, employ it in their own consumption.

Colonies. Brasil.

180,000 pounds of indigo.
200 small barrels of oil of Copaiba.
6,000 pounds of pecharis.

Besides gold for twelve to fifteen millions of crusadoes, and precious stones for two to three millions, and exclusive of bees'-wax, silk, liquors, whale-oil, saltpetre, Peruvian bark, lignum vitæ, mahogany and other fine woods. The precious metals and stones are only allowed to be exported in king's ships, and the Brasil wood and tobacco only on account of the crown. The ports of Brasil, which have a direct trade with Lisbon, are Fernambuco, Bahia, and Rio de Janeiro.

In 1789, twenty-seven ships entered Lisbon from Portuguese America.

Commercial Treaties.

The geographical and political position of Portugal obliging her to seek foreign aid to preserve her independence, and England being the only nation capable of affording her that aid, and at the same time from whom she has nothing to fear, their relations have existed for more than a century and a half, the first treaty of alliance being signed in 1641. Since the treaty of 1703, already noticed, France has never ceased to attempt weakening the English influence in Portugal; but her intrigues were unsuccessful until 1797, when the plenipotentiaries of the two nations signed a treaty of commerce, by which France acquired extended commercial privileges, but this treaty was not ratified by the government of Portugal. In 1801, Portugal was forced to conclude another treaty, by which French woollens were to be

admitted on the same terms as English. Portugal has also a commercial treaty with Denmark, concluded in 1766, and with Sweden in 1641, which are noticed in the preceding volume.

Fisheries.

The fisheries of Portugal, as well as every other branch of the national industry, are by no means carried to the extent they are susceptible of, if the national indolence was overcome and their nets and boats improved. The only ones worthy of notice are of sprats and tunny fish, the former chiefly carried on from Aveiro, Cezembra, Setuval, Faro, and the mouth of the Guadiana. In 1774, Castro Marino on this river, had fifty large boats employed in it from the beginning of September to Christmas, but it being said, that the greatest part of the produce was sold fresh to the Spaniards of Ayamonte, who cured it, and consequently derived the greatest advantage from the fishery, an attempt was made to transfer the fishermen from Castro Marino to Villa Real de St. Antonio, founded purposely at the mouth of the river; but this restraint had an entire contrary effect to what was looked for, and in 1777 the number of boats were reduced to ten. The duty on the export of cured fish being then taken off, the fishery again increased, and in 1790 employed 2,500 persons from the ports in the vicinity of the Guadiana. The fishery is however precarious, the fish not arriving annually on the same spots of the coast; neither do the Portuguese think of extracting a part of the

the oil, by which they not only lose a considerable advantage but the fish do not keep so well.

The tunny fishery is principally carried on from the ports near Cape St. Vincent, but is inconsiderable.*

Portugal has no foreign fishery, though a very profitable and extensive one might be established on the coast of Brasil, from Fernambuco to Cape Frio, where there is abundance of salt.

Navy.

At the commencement of the fifteenth century, Portugal was one of the first maritime powers of Europe, her navy being considerable and her subjects the most expert navigators of the age. In 1415, the fleet commanded by King John I. against the Moors, consisted of thirty-three large ships, fifty-nine gallies, and 110 transports. From this period the Portuguese marine has experienced divers revolutions. Under John III, between 1521 and 1537, twenty large ships and four gallies were kept in constant commission, to protect the coast and convoy the fleets from the colonies. At the accession of John IV. (1640) scarce a ship remained from the jealousy of the Spaniards, and the arsenals were in ruin and empty. Peter II. (1667-1706) endeavoured to restore the navy, but under his successor, John V. (1706-1750), it again

* The antient fisheries of Portugal were more extensive than those of modern times. In 1383, the Lisboners received permission from Edward III. of England to fish on the coasts of Britany.

Navy. fell into disorder and a dreadful storm at Lisbon, almost annihilated it, so that, at the accession of Joseph I. (1750), the whole navy consisted of only five ships of the line and seven or eight frigates, in a very bad state, and without experienced officers or seamen. The Marquis de Pombal endeavoured to restore it, by encouraging foreign officers and artificers, particularly English and French, to enter into the service, and by their means the navy of Portugal again became sufficiently respectable for her political situation. In 1790 it was composed of thirteen sail of the line and fifteen frigates and smaller vessels. In 1807, on the occupation of Portugal by the French, it consisted of serviceable ships, as follows:—

Of the line.		Frigates.		Brigs, &c.		
1 of	84	1 of	48	4 of	22	Total twenty-eight vessels and 1,316 guns, besides one ship of the line building.
6	74	3	44	1	20	
4	64	1	36	1	12	
–		2	32	–		
–		4	28	–		
11		11		6		

Of this force one ship of the line and three brigs were stationed at Rio Janeiro and three small frigates at Goa. Eight ships of the line, four frigates, three brigs, and one schooner convoyed the royal family to Brasil, leaving in Europe only two ships of the line, four frigates, and two brigs.

Besides the regular navy, a number of armed vessels are employed to guard the coasts from the Barbary

Barbary pirates, with whose governments Portugal has no conventions. The expense of these vessels is defrayed by a duty of five per cent. on all exports, and of three per cent. on imports. Navy.

In 1789, the number and pay of the Portuguese sea officers were as follows:—

2	vice admirals, per month	*Res.* 400,000	The half pay of these officers is one half of the full.
3	rear admirals	200,000	
15	commodores	100,000	
8	captains of ships of the line	45,000	
11	captains of frigates	36,000	Idem, the two-thirds of the full pay.
33	captain lieutenants *	30,000	
22	first lieutenants	15,000	
22	second lieutenants	12,000	
	midshipmen	3,000	

Though Portugal itself is deficient in the materials of a navy, the forests of Brasil afford her an inexhaustile supply of excellent timber and masts, and she advantageously procures from the north the other necessary objects in return for her own and her colonies' productions. Of late years, several of her men of war and almost all her merchant men have been built at the bay of All Saints, where it is said a line of battle ship can be built for £15 a ton.

The Portuguese are excellent seamen in foreign services. In their own ships of war, being in gene-

* Commanding sloops, &c.

Navy. ral badly commanded by their national officers (who however are usually educated at the naval academies at Lisbon), the national character appears in a total want of the minutia of discipline, and in a degree of dirt and slovenliness exceeding even the French!!!

THE

THE MEDITERRANEAN.

The MEDITERRANEAN (*Mare internum* of the antients) extends in length from the Strait of Gibraltar to the coast of Syria, 2,300 miles, but is of very unequal breadths, from 900 to 300; the limits of its latitudes are 45° 54′ (Adriatic) and 30° 5′ (Gulf of Sidris). It is entered from the Atlantic through the Strait of Gibraltar, the antient *Fretum Herculeum*, *Columnaria*, and *Gaditanum*; the two first names it received from the promontories of *Abyla* and *Calpe*, the antient pillars of Hercules; and the latter from *Gadez* (Cadiz). Its modern name is a corruption of *Jabula t' Tarak*, mountain of Tarak, from being the place where the Arab General, Tarak, landed in the first Moorish invasion of Spain in 710. The Arabs give to the Strait the name of *Babu z Zukak*, the gate of the way. The length of the Strait is fourteen leagues, and the breadth where narrowest six leagues, between Tariffa and Alcazar point in Barbary.

Extent.

Strait of Gibraltar.

Some naturalists suppose the Mediterranean to have been originally a vast lake, the waters of which being suddenly increased by the irruption of those of the Black Sea at the time of the formation of the latter, forced themselves a passage

Formation.

through the Strait of Gibraltar, and produced the inundation that submerged the great Atlantic island of Plato. This hypothesis is, however, combated by Buffon, on the ground that it is the ocean which runs into the Mediterranean, and not the latter into the ocean. This celebrated naturalist, however, believes that the Mediterranean was in reality a lake, and that the Strait was formed by a sudden convulsion produced by some accidental cause, as an earthquake, or a violent effort of the ocean against this spot. This opinion, which was also that of some of the antients, is founded on the similar strata observed at equal elevations on the opposite side of the Strait. The ocean having broken through this barrier, rushed with impetuosity into the lake, and inundating the continent, transformed the plains and vallies into gulfs, leaving only the eminences uncovered, which now compose Italy and the islands of this sea.

Gulfs. The Mediterranean forms many great gulfs, the three most considerable of which are the GULF OF VENICE or ADRIATIC SEA, the latter name derived from the now insignificant town of Adria on the Tartara, nine leagues south of Venice, which was antiently washed by the sea.

The ARCHIPELAGO (*Ægean Sea*); and the GULF OF TRIPOLI on the coast of Africa.

Several portions of the Mediterranean have also received distinctive names, both in antient and modern times. The space between the Balearic islands and Spain is by the Spaniards called the Sea of Valencia (*Mare Balearicum*). That between

tween Sardinia, Corsica, Italy, and Sicily, the antient *Tyrrhenian* Sea, is sometimes named the Sea of Tuscany and of Sicily. The great gulf by which the Adriatic is entered is called the Ionian Sea, and the eastern extremity of the Mediterranean from the Isle of Candia, is denominated the Levant, from its eastern position.

The secondary gulfs of the Mediterranean are those of Lyon* (*Sinus Gallicus, Sinus Leonis*); Genoa (*Sinus ligusticus*); and Tarente (*Tarentinus*). The Gulf of Lyon extends from Cape St. Sebastian, in Catalonia, to the Isles of Hyeres; the Gulf of Genoa, in its most extensive sense, from these islands to the promontory of Piombino, and the Gulf of Tarente is a branch of the Ionian Sea, between Capes del Alice and Leuca, at the S.E. extremity of Naples.

The constant current that flows into the Mediterranean from the ocean, if an opposite inferior current in the Strait is not admitted, necessarily supposes its level to be lower than that of the Atlantic, and this effect can only be produced by the loss of more of its water by evaporation than is restored to it by rivers, rains, &c.: its level is also considerably lower than that of the Red Sea. With respect to the depth of the Mediterranean, we find Level.

* Properly the Gulf of the Lion, and not of Lyons, according to the popular orthography; the antients gave it the name of *Sinus Leonis*, because its navigation is dangerous by small vessels, when the mistral or N.W. wind blows with violence, the force of which was compared to that of the lion.

find but few notices. In the channel between Sicily and Malta the greatest depth is 100 fathoms, while between Malta and Cape Bon there is not more than thirty.

Currents. Navigators have made the following remarks respecting the currents of this sea. The *inward* current is much stronger on the African shore of the Strait of Gibraltar, and even at times an *outward* current is experienced on the opposite coast. From the Strait the current sets strong to the east along the coast of Africa, following its direction to the coast of Syria, where it sets to the north and to the west along the coast of Caramania, at the rate of one mile per hour. The current from the Black Sea passes to the south through all the channels of the Archipelago. A current sets *into* the Adriatic along the east coast quite to its head, and *out* on the opposite coast. The general current sets *out* along the coasts of France and Spain, but with the wind from north west it is the reverse, the currents then setting *in* along the coasts of Spain and France, and indeed throughout the sea the currents are considerably affected by the winds.

Tides. The tides, though comparatively inconsiderable in the Mediterranean, have, in several places, a perceptible rise and fall. The greatest seems to be at Venice, where the extreme difference is three feet. At Marsala, in Sicily, the flood comes from the N.E. and the rise is two and half to three feet; at Naples one foot, at Toulon one to two feet, on the coast of Syria only six inches. The winds also

also produce partial and irregular elevations of the waters, which in many instances have probably been mistaken for the effects of tides; thus when strong westerly winds blow for any continuance, they force an accumulated body of waters through the Strait which raises the general level of the sea, while strong Levant winds have a contrary effect; nevertheless it is observed, that in the sea of Tuscany, S.E. winds cause a greater elevation of the tide; on the north coast of Sicily, particularly at Marsala, where, as we have observed, the common rise is but three feet: with a strong S.E. wind it is as much as ten or eleven.

In the Strait of Euripus, which separates Negropont from the continent, is a singular phenomenon of the tides. During the first eight days of the moon, as well as from the fourteenth to the twentieth day, and for the last three days, the tide ebbs and flows regularly four times in the twenty-four hours, while during each of the other days it ebbs and flows with great force, from eleven to fourteen times, though the difference of elevation never exceeds two feet.

Aristotle is said to have drowned himself here through chagrin, at being unable to account for this phenomenon.

In the Strait of Messina is the celebrated Charybdis, which has lost much of its antient horrific sublimity, being at present a not very dangerous agitation of the waters produced by the meeting of the tides. It occupies a space of about 100 feet in circumference opposite a little cove east

east of Faro light-house, called Calo Faro, and about 250 yards from the shore. This agitation only takes place when the current is ebbing or setting through the Strait from the north, when its stream makes with the shore a number of angles of incidence which retards its progress, so that it takes two hours to reach Charybdis from the entrance of the Strait. Here it produces a considerable rippling agitation, but no vortex, for the light substances thrown into it, instead of being carried down, are tossed about on the surface. The depth of water in this spot is eighty fathoms. Between the tides there is a period of repose, which is never more than an hour nor less than a quarter of an hour. When the wind blows strong from the south against the current, the waves rise to a dangerous height for open boats, who sometimes fill and go down, but the only danger to a large vessel is of being driven on shore by the stream, her sails and rudder when in this spot being useless. In order to prevent such accidents, twenty-four expert seamen, with proper boats, are kept constantly ready on the beach at Messina, to put off to the assistance of any vessel, and to tow her out of the danger.

On the Calabrian shore of the Strait opposite Charybdis, is the equally celebrated rock of Scylla. It is a little promontory, the extremity of which is 200 feet high, and falls perpendicularly into the sea. At its base many rocks shew themselves at low water, and these rocks, with the currents and waves rushing with great fury and noise into the

the sea-worn caverns, doubtless gave rise to the poetical fiction of "the dogs howling round the monster Scylla." However this rock is not without a certain degree of danger, which in some measure authorizes the proverbial expression of "falling upon Scylla in trying to avoid Charybdis," for the tide setting directly on it, and the depth being too great for anchorage, a ship is liable to be driven on it in a calm or contrary wind. On the summit of the promontory is a castle, and on the south side a little village of 300 to 400 inhabitants[B].

The Fata Morgana, in the Strait of Messina, is to the ignorant class of the modern people as wonderful a phenomenon as Scylla or Charybdis to the antients, and is thus described by an intelligent French traveller:—"In fine summer days, when the weather is calm, there rises a vapour from the sea, which when it has acquired a certain density, forms in the atmosphere horizontal prisms, whose sides are so disposed, that they reflect for some time like mirrors the objects on the coast, exhibiting by turns the city and suburbs of Messina, trees, animals, men, mountains, &c. This representation continues for eight or ten minutes, when shining irregularities are observed on the surface of the prisms, that first render confused the objects they reflect and the picture dies away gradually."

Saltness.

The Mediterranean receiving but four rivers of any magnitude, while a stream from the ocean continually

continually runs into it, its waters are as saline as those of the latter, affording from the $\frac{1}{25}$ to the $\frac{1}{27}$ of their weight of salt.

This sea has many springs of fresh water rushing up from amidst the salt; the most celebrated of which is in the grand port of Tarento, called *the Little Sea*, and at some distance from the mouth of the Galesus: it is in such force and abundance that it may be taken up without the least mixture of the salt water.

Winds. The winds most prevalent in the Mediterranean are those between N.W. and N.E., which blow, with few intermissions, for nine months of the year, and almost constantly during summer. In the other three months (February, March, and April), S.E. and S.W. winds prevail. The nature and effects of the winds in the Mediterranean, however, differ greatly according to locality. On the south coast of Spain the wind called *Solano*, and in Italy *Sirocco*, is from the S.E. These winds blowing from the sandy deserts of Africa, bring with them, particularly to Sicily and Naples, a degree of insupportable heat, which raises the thermometer to 112. During the continuance of the Sirocco, the elasticity of the air seems to be lost, and both the body and mind are relaxed to debility. At Palermo, where the influence of the Sirocco is greatest, it never lasts more than forty-eight hours, but at Naples it sometimes continues for weeks, and produces epidemic diseases.

The

The *Mistral* is a N.W. wind which blows with great violence down the Gulf of Lyon.

The *Kamsin* is a S.S.W. wind, which blows in Egypt in March and April, generally not more than three successive days at a time. While it continues, the atmosphere seems to be on fire, and acquires a purple tinge; and the transient blasts which succeed from time to time, resemble the breath from a furnace. This is the only unhealthy period in Egypt, when the plague, which seems to be indigenous in this country, bursts forth in all its violence *.

Towards the eastern extremity of the Mediterranean the temperature of the atmosphere varies more with the wind than in any other part of the world. In the Archipelago, the northern winds †, which blow at times with great violence during summer, bring a considerable degree of cold, and obscure the horizon in a remarkable manner. They are extremely injurious to vegetation, stripping the trees of their leaves, and reducing them to a state of languor: they also cause violent head aches. A few hours of these winds cover the mountains of Epirus with snow, which as speedily disappears with a few hours of the Scirocco.

On

* The Kamsin signifies *the wind of fifty days*; thus named *because it only happens during fifty days* of March and April. The *Samiel*, or poisonous wind of the Arabs, which at Bassora blows from N.W., at Bagdad from west, at Mecca from the east, and in Syria from the S.E., and which is also the *Semoom* of the desert, is similar in its nature and effects to the Kamsin. It contains a great proportion of azote.

† Tramontana, the *Etesian* winds of the ancients, though this denomination was also extended to all periodical winds.

On most of the coasts of the Levant there are land and sea breezes; the latter, on the coasts of Turkey, is called the *Imbat*. In some places the land winds are exceedingly baneful, particularly in the island of Candia, where they are said to suffocate persons exposed to them.

Climate. The general temperature of the Mediterranean, as may be supposed, varies greatly, according to peculiar circumstances. Towards the south the climate approaches to that of the tropics, while on the north the variations of the seasons are more considerable. The greatest severity of the winter, however, does not exceed some days light frost, and the snow never lays more than a few hours in the vallies and low grounds. The Adriatic being frozen in the years 800 and 1234, is recorded as a singular phenomenon. In the eastern part of the sea, and particularly amongst the islands of the Archipelago, the winters are disagreeable, from the prevalence of the Sirocco, accompanied by heavy rains, thunder, and lightning. The climate of Attica, on the contrary, is constantly dry and serene, and hence it is that the marbles used in the ancient buildings, though exposed for ages to the weather, still retain their polish.

Amongst the marine productions of the Mediterranean, coral [illegible] holds the first place: it is found in greatest abundance round the Lipari islands, in the straits of Messina, and on the coast of Barbary. The French and Sicilians are the only nations who make an fishery a general branch of industry. The former, on the coast of

of Barbary, produces a profit of about 360,000 francs per annum. That of the Sicilians, round Lipari and Volcano, employs sixteen boats; and that in the strait of Messina eighteen to twenty, from Messina, with eight men in each. The produce is about 3,000 lbs. weight per annum; but the profits afford little more than a bare subsistence to the persons engaged in the fishery. The spots on which this substance is found in the strait, are nearly in the middle, from the Faro to opposite the church of the Grotto, on the Sicilian shore, an extent of six miles; and on two small rocky spots opposite the canal of St. Stephen, eight miles south of Messina. The depth on these spots is sixty to ninety fathoms. This space is divided into ten portions, one of which only is fished every year, so that each has ten years rest, the time found necessary to allow the coral to arrive at maturity. The manner of fishing is with a wooden cross, to the extremities of which pieces of net are fastened; the machine being sunk by heavy weights, and dragged over the bottom, breaks off the branches of coral, which get entangled in the nets. A trifling quantity of this substance is also fished in the gulf of Ajaccio (Corsica), and in some spots near Sardinia and Minorca. Eleven other species of the *gorgona*, or sea fan, are found in the Mediterranean.

This sea possesses a great variety of naked mollusca, amongst which the *medusa pulmo* is the most common, particularly in the seas of Italy. The *holuthuria phasalis* (Portuguese man of war of

our seamen), is also common in this sea, and is named by the French *la vellette* and *la galere*, the sail and the galley. The species of testaceous mollusca are also very numerous; the most worthy of notice are the murex, which it is thought afforded the celebrated purple dye of the ancients.* Oysters, limpits, scollops, and muscles are abundant; of the latter is a singular species, found chiefly in the Gulf of Nice and the Adriatic, inclosed in masses of lime-stone at the bottom of the sea, and which, from its resemblance to that fruit, is popularly named the sea date (*pholas dactylus*). It is much esteemed by the epicures of Rome and Naples. The *lanna pinna*, or sea pine, is a bivalve, which affords a kind of tow, or silk, that is manufactured into gloves, stockings, &c. These shell fish are taken principally round Cape St. Vito, the south point of the Gulph of Tarenta. The paper nautilus is also met with, but is scarce.

Amongst the crustaceous fishes are the common and other lobsters and crabs, which abound on the coast of Tuscany in particular. The *squilla arenaria* is a very delicate prawn, found in the Adriatic.

Ichtiologists reckon thirty-eight genera of fish, divided into upwards of 100 species, in the Mediterranean and its tributary rivers, and which are indicated in the following tables.

* The particular species of shell fish from which the purple dye was extracted by the antients has been the subject of much discussion, many affording a liquor of this colour, particularly the division of murex, thence named *purpura*.

Genera.	*Species.*	*English Names.*	*Genera.*	*Species.*	*English Names.*
Atherinus	Hespetus	Atherina	Labrus	Scarus	
Acipenser	Sturio	Sturgeon		Anthias	
	Huso	Great sturgeon		Cretensis	
Blennius	Ocellaris	Butterfly fish		Hepetus	
	Gattarugina			Pavo	
Cepola	Faenia	Riband fish		Melops	
	Rubescens			Niloticus	
Callionymus	Lyra	Dragonet		Viridis	
	Dracunculus	Sordid dragonet		Olivacens	
Echineis	Neucrates	Sucking fish		Fuscus	
Exocœtus	Exiliens	Swallow fish		Unimaculatus	
Gadus	Merlucius	Hake		Venosus	
	Minutus	Poor or Cepelin		Griseus	
	Lota	Burbot		Guttatus	
	Mustela	Rockling		Adriaticus	
	Blennoides			Mixtus	
	Albidus			Virius	
	Mediterraneaus			Cynaedus	
	Merlangus	Whiting	Cyprinus	Rutilus	Roach
Lophius	Piscatorius	Toad fish		Leuciscus	
Labrus	Julius	Rainbow fish		Nasus	

Genera.	Species.	English Names.
Pleuronectes	Maximus	Turbot
	Solea	Sole
	Platessa	Plaise
	Limanda	Dab
	Flesus	Flounder
	Passer	Whiff
Petromyzon	Marinus	Lamprey
	Fluviatilis	Lesser lamprey
Raia	Batis	Skate
	Clavata	Thornback
	Oxyrinchus	Maid
	Aquila	Sea eagle
	Pastinaca	Flaire
	Torpedo	Torpedo
Salmo	Trutta	Salmon trout
	Fario	Trout
	Thymallus	Greyling
	Saurus	Sea lizard
Silurus	Glanis	
	Electricus	
Schombrus	Schombrus	Mackarel
	Thynnus	Tunny fish

	Paganellus	
	Smyrnensis	
Mullus	Surmuletus	Striped surmullet
	Barbatus or ruber	Red surmullet
	Imberbis	
Mugil	Cephelus	Mullet
Muræna	Helena	Roman eel
	Anguilla	Eel
	Conger	Conger
Ophidium	Barbatum	
	Imberbis	
Perca	Fluviatilis	Common perch
	Labrax	Basse
	Cernua	Ruffe
	Nilotica	
	Mediterraneus	
	Giber	
	Cabrilla	
	Saccr	
	Asper	
	Pusilla	
	Giger	
	Schrætar	
Pluronectes	Rhombus	Pearl fish
	Hippoglossus	Hallibut

Schrombus	Trachurus	Horse mackarel
	Pelamis	Bonito
	Acculeatus	Cross spine
	Ductor	Pilot fish
Squalus	Charcarias	White shark
	Acanthias	Dog fish
	Glaucus	Blue shark
	Canicula	Cot fish
	Catullus	Hound fish
	Centruia	
	Squatina	Monk fish
	Zygaena	Balance fish
	Galeus	Tope
	Pristis	Saw fish
Syngnathus	Typhle	Needle fish
	Hippocampus	Sea-horse
Sciæna	Acuelis	
	Linneata	
	Niger	Black umber
	Cirrosa	Crow fish
Scorpena	Porcus	
	Scrofa	
Sparus	Aurata	Gilt head
	Pagrus	Sea bream
	Dentex	Sea rough

Genera.	*Species.*	*English Names.*	*Genera.*	*Species.*	*English Names.*
Cyprus	Macna	Cockerel	Triglia	Lyra	Piper
	Scrba			Volitans	
	Annularis		Trachinus	Draco	Sea dragon
	Erythrinus		Tedrodon	Mola	Sun fish
Triglia	Gurnardus	Grey gurnard		Hispides	Globe fish
	Cuculus	Red gurnard	Uraniscopus	Scaber	Stargazer
	Hirundo	Tub fish	Xiphias	Gladius	Sword fish
	Cataphractus	Rocket	Zeus	Faber	John Dorey
				Gallus	Silver fish

Though several of the most valuable species of fish are abundant in the Mediterranean, the general indolence of most of the people who inhabit the coasts, prevents the fisheries from being carried to any extent as an object of external commerce; and with the exception of the tunny fish, anchovies and sprats, the whole produce of the fisheries is consumed at home. Fish.

The tunny fish enter the Mediterranean in shoals from the ocean in spring, and pass through into the Black Sea and Sea of Azoph, in whose shoal waters they are supposed to spawn;* they return to the ocean in autumn. The French being the most industrious nation of the Mediterranean, carry the tunny fishery to the greatest extent. These fish arrive on the coast of Provence from June to September inclusive, and are taken both with hook and line and with nets. The *thonaire* is a number of nets joined together and hauled on shore like the seine, when the shoals of fish appear, for whose arrival a strict watch is kept by persons stationed on the hills.

The *madrague* is an inclosure of nets, consisting of several apartments, like a succession of

* It is said that these fish enter the Black Sea along the coast of Asia and return along that of Europe; Aristotle and Pliny who noticed this fact, account for it by supposing the fish *to see better with the right eye than with the left*. It is however more natural to suppose that the prevailing winds are the cause, for when the fish enter the channel they are chiefly from the south, and when they return from the north; the fish therefore prefer the smooth water under the weather shore. These fish are also said to spawn in the Italian Seas.

Fish. rooms opening one into the other, the nets which compose them being kept in a perpendicular position by floats and weights. The outer apartment, called the hall, has an opening through which the fish enter, and when it is full the opening is closed by another piece of net, let down by the fishermen who attend in the boat. The fish are then frightened by the noise of the men into the second apartment, and so on to the others, there being from four to eight, until they get into the last, which is called the chamber of death, and when this is full the nets that form it are raised to bring the fish to the surface, when they are killed with spears and harpoons. This fishery is also carried to a considerable extent on the coast of Valencia, from April to September, with nets in the same manner, called *almadrabas*, and on the coast of Sardinia, the fisheries of which produce upwards of £70,000 a year, about 50,000 fish being taken. The Sicilians carry on this fishery near the isles of Maretimo, &c. and the Neapolitans in the Gulf of Tarenta. The Italian name of the netted apartments is *tonnario*. The female fish are much the largest, weighing from 800 to 1,200 lb. The method of curing is by cutting off the head and dividing the fish in six or eight pieces: it is then either simply salted, or is boiled and preserved in oil. The belly pieces are preferred forth is last purpose, and the fish thus prepared is called by the French *thon mariné*, and by the Italians *tarentilla*, from its being prepared chiefly at Tarenta; the livers and roes are also salted.

The

Fish.

The anchovy affords one of the most productive branches of the industry of the people of the Mediterranean; these fish enter this sea in shoals in May, June, and July. The preparation consists in cutting off the head which is said to be bitter, emptying the inside, salting and packing in little barrels for commerce. The most esteemed are those taken near the island of Gorgona, and the people of Frejus are considered the most expert in curing them. The French also take great quantities of sprats on their coasts, which they both smoke and salt. The season of this last fishery is from December to March. The Valencians also occupy themselves with this fishery as well as the Italians.

The sword fish is principally taken in the Gulfs of Genoa and Messina; in the latter, the fishery commences on the Calabrian shore in April and lasts till July, when it begins on the opposite coast of Sicily and lasts till August. The reason of this variation is that the fish enter the gulf from the north close along the Calabrian shore, and in their return from the south keep close to the Sicilian shore. Twenty to thirty feluccas and a number of smaller boats are employed in this fishery, which is carried on with nets called *palmidores*, or else the fish are harpooned.

The other fisheries of the Mediterranean only supply the daily demand of the inhabitants, though very productive ones might be established in several parts, particularly round the Balearic islands, but the inhabitants of which are either too timid

Fish timid or too indolent to venture from the shores, and consequently they only take small fish of no value.

The little relish which the Turks have for fish, as well as their indolence, prevents their carrying the fisheries to any extent. The Greeks are however more industrious, and rent from the Turkish government the considerable fisheries in the lagoon at the entrance of the gulf of Lepanto. The fish chiefly taken here are mullet, which are dried in the sun for the internal consumption of the Greeks during their fasts, and the roes made into boutaraga, a kind of inferior caviar, which is exported to the south of France and Italy. The preparation of this object consists in highly salting the roes, pressing them between boards, and then washing and drying them in the sun, or smoking; it is eaten with oil.

The mackarel, as well as the tunny fish and anchovy, is a periodical visiter of the Mediterranean. Some writers have also given the herring to this sea, but the fish called *harengade* and *celerin* on the coast of France, is now ascertained to be only a large sprat. The red turmulet abounds on the coast of Egypt, particularly in winter; the *raia aquila*, is also chiefly met on this coast: the barbel is mostly found on the lakes of Naples.

The *muræna helena*, or *romana*, is properly a salt water eel, but is bred in the fresh waters of Italy. It was esteemed one of the greatest luxuries by the antient Romans, and to so ridiculous a height did these masters of the world carry their attachment

attachment to this fish, that Hortensius, a celebrated orator, wept on the death of a favourite eel, and Crassus, another orator, superlative in folly, went into mourning for one of his, while another Roman with unexampled atrocity, conceiving that the eels acquired a more delicious flavour by being fed on human flesh, caused his slaves accused of any crime to be thrown into the ponds to be devoured by them.*

The cavallo marina of the Italians (*hippocampus*) abounds in the gulf of Naples and the Adriatic, where it is washed up dead on the shores, and when dried is preserved as a curiosity, the head having a resemblance to that of the horse, and the tail to that of the shrimp. The Italian women take it inwardly to increase their milk, and use it externally as an anodyne to the breast: bruised with honey and vinegar it is also applied to the part bitten by a mad dog.

The *gadus minutus* arrives periodically, and its appearance in large shoals is a joyful omen to the fishermen, as it denotes their being followed by numbers of large fish, who make them their food. Some travellers tell us that the *gadus morhua*, or great cod equal to that of Newfoundland, and weighing from six to thirty pounds, is taken in the gulf of Alexandretta *only;* but this is evidently an error.

Though instances have occurred, both in antient and

* This monster was Vedius Pollion, the intimate companion of Augustus.

Fish. Cetaceous.

and modern times, of great cetaceous animals being taken in the Mediterranean, they are only to be considered as individuals having gone astray. Pliny relates that a whale got into the port of Ostia, in the reign of Claudius, and that the killing it afforded a grand fête to the *cocknies* of Rome. A pike-headed whale, 100 feet long, was taken near the island of Corsica in 1620, and in 1790 a round-nosed whale was killed on the coast of Provence.

Of the lesser cetaceous animals, this sea habitually possesses the grampus, *delphinus orca*,* the *delphinus feres*, the common porpoise, *delphinus phocæna*, and the bottle-nosed porpoise, *delphinus delphis*, the dolphin of naturalists. The modern Greeks have a great veneration for this latter, probably from a traditional remembrance of the service it did their ancestors, in occasionally transporting them on the waves, and the Turks and Sclavonians have adopted the same superstition.

Amphibious.

Of amphibious animals of the genus *phoca*, the Mediterranean has three species; the common seal, *phoca vitulina*, the hooded seal, *phoca monachus*, and the little seal, *phoca pusilla*. These animals frequent the desert isles, particularly of the Ionian Sea and the Archipelago, and the Zantiots are the only people that make the taking them for their skins and fat an object of general pursuit.†

Two

* Ariosto describes a battle between Orlando and a grampus.

† The poetic tale of Proteus and his troop in the Odyssey, proves Homer to have been well acquainted with the seal.—Book IV.

Two species of sea-turtle are met in the Mediterranean, the *loggerhead* and *hawksbill:* the former is common on the coasts of Sardinia, and the latter most abundant on the sandy desert coasts of Africa. The upper shell of one of these animals, with cords of bowels or sinews, formed the first lyre of the Greeks; "when Music, heav'nly maid, was young."

The sea-birds which inhabit the Mediterranean are several species of the gull and diver, the storm petrel, tern, or sea swallows, wild ducks. Sea birds.

MEDITERRANEAN—SPAIN.

The Spanish coast, from Gibraltar to Malaga, presents a chain of lofty mountains, *Sierra de Vermeja, &c.** but has few points of note. Cape Sacratif, east of Motril, is a high point. The gulf of Almeria is limited on the west by point Elena, on which is a castle, and on the east by Cape de Gatte (*Charidemum*), a high steep rocky promontory, with a light-house. These points are seven leagues asunder. Coasts.

The bay of Carthagena (*Virgitanus*) is between Cape Tinosa on the west, on which is port Trinidad and a light-house, and off it two large rocks, called the Osmigas and Cape Palos (*Schombraria*) on the north. From this latter cape a narrow neck

* These ridges rest on a base of granite; but the upper strata near the surface are of marble and quartz.

Coast. neck of land runs nearly due north, which, though now joined to the cape is called Isle Grossa, and within which the coast forms a bend, making a kind of lagoon, named *Mar Menor*, little sea, twelve miles long, and five wide, with several islands, but so shoal as only to admit boats. Between Cape Palos and Alicant the land is high, and the water deep close to the shore. On this part of the coast is the lagoon of Mata, separated from the sea by a high narrow bank, and towards the land bounded immediately by high mountains. A great quantity of salt is formed in the lagoon by natural evaporation, 100,000 tons of which have been, in some years, exported to Holland, the Baltic, and England.

The bay of Alicant (*Illicitanus*) is limited on the south by Cape Santa Pola, and on the north by Cape de la Huertas. S.E. of the former two miles is the little island Plana, (low) or new Tabarca, which latter name it received in consequence of Charles III. having assigned it as an asylum for a number of Spanish galley slaves, whom he ransomed from the Algerines, at the island of Tabarca, on the coast of Barbary, with the intention of forming a port within the Plana island; but it being a barren sand, destitute not only of wood and water, but even of earth or stone, the project fell to the ground. The channel between the island and the main has depth for the largest ships; but in it is a dangerous rock, and others off the island to the S.W. and S. The antient

castle

castle of the duke of Arcos is a little south of Cape Santa Pola. Coast.

The island of Benidorme lies off a mountain cape of the same name, the southern limit of Altea bay. West of the village of Altea is a hill, with a remarkable large gap, called *Chuchillado de Roldan.*

The gulf of Valencia is limited on the south by a great projection of the coast opposite the island of Iviça, of which Cape Martin is the northernmost and most conspicuous point. It is the ancient *Artemisium*, *Tenebrium*, and *Ferraria*, the first of which names it received from a large town near it, on the site of which Denia now stands; and the two latter from the iron mines in the vicinity. The name of *Artemisium* is still preserved in *Artemus*, given to the cape by the natives. That of Cape Martin has been given it by the French; but it is generally known to English seamen by that of Emperor's Point. It is a high steep headland, with three lights or fire-beacons on it; and a high island, *Pityusa*, Isle of Pines, close to it. Between it and Cape de la Nao, on the south, is a deep bay, whose shores are composed of huge cliffs of limestone and alabaster, and where is seen a vast cavern, the retreat of innumerable wild pigeons. These capes terminate a sierra, one of whose summits, named *Manger*, rises to a very elevated peak.

The Albufeira of Valencia is a lake of fresh water, four leagues long and two broad, separated from the sea by a narrow sand-bank, through which

Coasts. which a channel has been cut to let off the occasional superabundant waters. This bank, named the *Dehesa*, is covered with pines and willows, and abounds with rabbits. The lake has depth for small boats, is full of fish, and the resort of great numbers of sea birds; the catching and shooting of which is one of the winter's amusements of the inhabitants of Valencia. This lake is the property of the crown, and is farmed for 12,000 piasters per annum.

The Ebro has formed at its mouth two peninsulas, and several banks and islands. The southern peninsula bends round and encloses the port of Alfaques, whose entrance is from the south, and which has a depth of five to seven fathoms. As the stream of the Ebro, during a great part of the year, runs out with a velocity that precludes the assent of any kind of vessel, it has been proposed to enlarge the canal, from the port of Alfaques, at Saint Carlos, to Emposta, on the Ebro, so as to admit large vessels through the port of Alfaques to Tortosa. The northern peninsula, formedby the mud of the Ebro, encloses the port of Fangal. Between Tarragona and Barcelona the coast rises in peaks, named the hills of *Garaff;* and farther north, the lofty and solitary mountain of Montserrat presents its sharp points, and is seen even from Magarca and Minorca, a distance of fifty leagues.

The Bay or Gulf of Roses is sheltered from all winds but S.E. Cape Creus, the last remarkable promontory of Spain, is a terminating point of the Pyrennees, whence its ancient name of *Pyrenæum;*

nœum; it was also called Aphrodisium, from a temple of Venus, of which there remains no vestige. It is a high cape with a light. Nine miles farther N.W. is Cape Cervera, the last point of Spain. Coasts.

On the coasts of Spain, both within and without the Strait of Gibraltar, are a great number of towers* (*torre*) and little fortresses (*castella*) to protect the coast against the depredations of the Barbary pirates. The towers have circular fronts towards the sea, with low parapets to work the guns (*en barbet*), with a curtain and two flanking bastions in the rear; the only entrance is by a door near half way from the top, and through which the rope ladder that serves to ascend is drawn up.

The vicinity of the mountains to the Mediterranean coast of Spain cause most of the rivers to partake of the nature of torrents, which are much swollen in the winter and spring, and very low in the summer. They are in succession. Rivers.

Guadiaro (*Barbasula*), empties itself east of Gibraltar.

Guadalnarza and Rio Verte, between Estapona and Marbella, off the Rio Verte, are two small islands, with good anchorage within them.

Gordo and Real Guadaisa, between Marbella and Malaga.

Guadal-Medina, at Malaga.

Frio empties itself east of Velez Malaga.

Adra, at Adra.

* Martello.

Rivers.

Aquas at Mujacar.

Guadel-macer or Almanzora, whose entrance is defended by the castle of Montroy.

Rio Segura, at Guardamar.

Alcoy, at Gundia.

Xucar, at Cullera.

Guadel-aviar, clear water, (ancient *Turia*), at Valencia.

Palancia, at Murviedro.

Servol, at Vinaros.

The Cenia separates Valencia and Catalonia.

Ebro (*Iberus*), the greatest river of Spain, having a course of 380 miles, rises in the mountains of Asturias.

Francoli, at Tarragona; its waters are famous for the lustre they give to the linen washed in them.

Gaya, at Vendrell.

Foix, at Cubellas.

Lobregat and Besos, at Barcelona.

Bellet, at Santa Pol.

Tordero, at Pals.

Ter (*Sambroca*): before the river's mouth are the three islands Medos des Estardes, the largest of which is one mile and a half long, and has a fort.

Lobregat, (*Rubricatus*), and Fluvia, into the Bay of Róses.

Port Towns. Andalusia.

Algeziras (*Tingentera* and *Julia Traducta*), on the west shore of Gibraltar Bay, is a small fortified town at the mouth of the little brackish river La Miel.

Miel. It receives its fresh water by an aqueduct of hewn stone from the distance of a quarter of a league. Its trade is confined to receiving a few cargoes of brandy and corn by Catalonian vessels, and to the export of charcoal of the neighbouring mountains to Cadiz. A packet-boat sails twice a week from hence to Ceuta. Off the town a mile is the little island Palomas, covered by a fort, whence the town derives its name, signifying in Arabic an island. *Port Towns, Andalusia.*

The celebrated rock of GIBRALTAR, the ancient *Calpe*, is a peninsular mass of mountain three miles long, north and south, and one mile broad. Its highest point 1,439 feet above the sea, and commands a view of forty leagues in every direction.

The rock is in general calcareous; and on blowing it up, fossil bones and teeth have been found, which at first were supposed to be human, but are now known to belong to quadrupeds. The rock has also several caverns, of which that of St. Michael, on the west, is the largest; it is 1,110 feet above the level of the sea. The rain water continually filtrates through and forms stalactites, some of which extend from the roof to the bottom, forming columns two feet in diameter, and which continually increase in bulk.

The rock is joined to the continent by a low sandy plain, which towards the Mediterranean is several feet more elevated than towards the bay, an effect produced by the strong Levant winds and waves accumulating the sands on the former. This plain is crossed from side to side by a wall, named

Port Torres. Andalusia.

the Spanish Lines, about three quarters of a mile distant from the foot of the rock; the spaces between is called the neutral ground, and serves as a promenade to the garrison. The wall is defended towards the Mediterranean by the fort of St. Barbara, and towards the bay by fort St. Philip. In approaching the rock from the Lines, some shallow lagoons formed by the sea on each side almost insulate it, leaving only a narrow causeway, having the water of the bay on one side and a lagoon on the other; and this causeway, by which alone the rock can be approached, is commanded by all the guns on its north face. Looking up from this causeway towards the rock, which is almost perpendicular, innumerable embrasures are seen in parallel lines. The east or Mediterranean face of the rock is composed of inaccessible cliffs 1,000 feet high.

Excavations have been formed in the rock by blasting, capable of holding the entire garrison; and these subterranean barracks communicate with all the batteries by passages of the same kind, all of which may be traversed on horseback. Eight bomb-proof cisterns, each containing 40,000 tons, are kept constantly full of water by collecting all the little runs on the west side of the rock, and the water is allowed to deposit its sediment in immense troughs before it is let into the cisterns.

On the west side is the town, consisting of a principal street, half a mile long, and containing 3,000 inhabitants, English, Spaniards and Jews; each religion having its separate place of worship and burying ground. The town is surrounded by a strong

a strong wall, supported by bastions and other works, and was formerly under strict military regulations, no inhabitant being allowed to be out of his home after eleven o'clock without express permission from the governor, and neither hawkers or beggars were permitted in it. The abuses and vexations consequent to this species of government, induced the parliament to erect it into a body corporate, and the civil power is now lodged in its magistrates. Vessels lay within three moles; 1. the old mole, at the north end of the town, for merchant vessels of burden; 2. the sloops' mole, at the south extremity of the town; and 3. the new mole, one mile and a half north of Europa Point, which is particularly destined to receive ships of war, the largest laying within it perfectly sheltered from the S.W. winds, the only ones to be dreaded in the bay. This mole is 300 feet long, and is built on arches; here is the marine arsenal, and a large naval hospital.

The garrison of Gibraltar is 6,000 men, and the annual expense to government £375,000 sterling.

Gibraltar is a free port, and most of the trading nations have resident consuls here. The English, Americans, Danes, Swedes and Dutch, bring hither tobacco, sugar, coffee, cotton and other colonial produce, which the Jews and Spaniards smuggle into Spain both by land and sea, and get in return dried fruits, wines, brandy, silk and specie.

The English have spared nothing to render this barren and, in summer, burning rock, if not an agreeable, at least a supportable, residence. The

Port Tessa. Andalusia.

little soil to be found on it has been collected into the most favourable spots, where it is retained by little stone walls, and covered with fruit trees. Carriage roads are cut through the whole length of the rock; and it has several pleasant country houses in the midst of gardens. The Champ de Mars is a square space surrounded by rows of trees, sufficiently extensive for the whole garrison to parade.

In 1704 Gibraltar was taken by the English and Dutch combined forces, under the command of Sir George Rook, and this in a manner that deserves relating. Eighteen hundred men were first landed on the isthmus, but an attempt on that side being found useless they were re-embarked, and an attack was made by the shipping, from which were fired 15,000 shots without making any impression on the works. At last a few boats' crews, who were rowing guard off the new mole, having approached close to it, without being paid any attention to by the soldiers in the battery, were encouraged to land, and having got on the mole, hoisted a red jacket as a signal of possession; which being observed by the fleet, more boats and sailors were sent, who landed in like manner, stormed and took the battery, and soon obliged the town to surrender. After many fruitless attempts to recover it, it was ceded to England by the treaty of Utrecht in 1713. Several equally unsuccessful attempts have been since made to wrest it from us, the most decisive of which was in 1782 by the French and Spanish combined fleets, and

and a great land army, which ended in the total destruction of the enormous floating batteries by red-hot shot. Port Tenna. Andalusia.

Estapona, a town of 3,500 inhabitants, on the beach, off which vessels anchor; about sixty small vessels belong to it, employed chiefly in carrying fruit to Cadiz and Malaga. Marbella, at the foot of a hill, has 1,100 inhabitants, and twenty small craft also employed in the coasting trade to Cadiz, Malaga, Ceuta, &c. Fiangerola, a fortification on the side of a hill, of Roman foundation, and of Moorish superstructure; at its foot is a small town, whose inhabitants are employed in the sardine and anchovy fishery. Granada.

Malaga, on the Guadalmedina, founded by the Phenicians, by the name of Malochi, from the quantity of salt-fish sold here, has 50,000 inhabitants, and is built at the foot of a hill, and surrounded by a double wall, flanked with high towers, and commanded by a Moorish castle on a rock. The cathedral is said to be as large as St. Paul's, and it has besides fourteen parish churches and twenty-two monasteries and convents, a handsome custom-house, a royal marine arsenal, and many Roman antiquities. It has only a pier haven in the mouth of the river for vessels of nine or ten feet, larger ones being obliged to anchor in the road much exposed. It is the third commercial city of Spain, exporting chiefly the produce of its soil and fishery, *viz.* wines, dried fruits, oil, and anchovies. Its manufactures of any consequence are silk, thread, hats, soap and paper. In 1789,

Port Towns. Granada. 100 English ships entered and ten French. It has about twenty merchant brigs and snows belonging to it, and in 1804 had sixty commercial houses.

Velez (*old*) Malaga, a handsome little town east of Malaga, though formerly on the beach, is now a league from it, the sea continually retiring from this part of the coast. It exports some fruit to Malaga, by a village on a deep cove before it. Almunecar (*Manoba*), an insignificant place on a cove, before which is an island with a fortified tower. Salobrena, a small town where coasting vessels load fruit: off it is an island with a passage within it in fourteen fathoms. Motrill, a small town two miles from the sea, on the river Orgiva. Castel de Ferro, on a hill close to the sea, exports some wool coastwise. Adra (*Abdera*), on the river of the same name, is a small place.

Almeria (*Murgis*), at the head of a large bay, was antiently the most commercial city of Spain, but at present is insignificant both as to population and trade, having only 10,000 inhabitants, and its exports being confined to some barilla and lead. Mujacar, is an insignificant town, and Almazaron, a village with an island before it, on which is a light-house, and a fortified town, on the west side of the cove.

Murcia.

Carthagena (*Carthago Nova*), founded by Asdrubal the Carthaginian General, is one of the three royal ports. Its harbour is one of the best of Spain, being a natural basin surrounded by hills: the entrance is defended by two redoubts and by a battery of twelve guns on a mole. The

marine

marine arsenal is spacious and protected by forty guns towards the water. It employs 6,500 men, and the population of the city is 28,000. The principal exports are wool and barilla. A great quantity of rope and cables is made here of the Esparto rush. Port Mazarron. Murcia.

Cervera, a small town of 1,300 inhabitants, south of the cape of the same name. Guardamar, at the mouth of Rio Segura, exports salt. La Mata, a small town, near the lagoon of the same name, defended by a castle, where a number of small vessels load salt. Valencia.

ALICANT (*Lucentum*), the fourth commercial city of Spain, has 17,000 inhabitants. It is situated in the northern extremity of a bay, at the foot of a hill, on whose summit is a castle, commanding the town and communication with it by a passage between two walls. It has only a pier haven for small craft, large vessels being obliged to anchor out in the bay, three miles from the town, in seven fathoms. Alicant is the entrepot of the commercial productions of Valencia and Murcia, consisting of soap, wine, wool, fruit, salt, barilla, kermes, aniseed, antimony, alum, vermilion, &c. which are exported by eight to 900 ships annually.

Benidorme, a large and handsome fishing village.

Altea Nuova and Altea Vieza, on the left and right banks of a river, are villages which export costwise some wines, silk, flax, and honey. Cabea or Xavea, on a large cove, with anchorage in twelve to fifteen fathoms. Denia, 2,000 inhabitants.

Port Jovea. Valencia.

habitants (*Artemisium* and *Dianium*), founded by the Marseillais in honour of Diana, is a small town, north of Cape Martin, and on a cove, in which large ships anchor in six and seven fathoms. It has also a pier haven for vessels of eight or nine feet. Oliva, a town a mile from the shore. Gandia, a town of 5,000 inhabitants, on the Alcoy, whose mouth forms a port, called the Grao de Gandia. Cullera, a small town on the north bank of the Xucar, visited by small craft chiefly to load rice.

Valencia, surnamed the handsome, although, according to the description of it by travellers, it little deserves this name, the streets being narrow, crooked, not paved, and the houses ill built and dirty. It is surrounded by a rampart and has a citadel of little strength. Its population is 105,000, of which, before the French invasion, 2,610 were priests, monks, and nuns. It is situated on the right bank of the Guadalaviar, three leagues from its mouth. Sailing vessels cannot ascend the river, but anchor on the road, called Grao de Valencia, before the river's mouth, where they are entirely exposed, nor has it even a commodious landing place;* nevertheless it exports the productions of which Valencia is the depot, and which are the same as those exported

* A considerable sums have been latterly expended in the attempt to form a port with sufficient depth of water for vessels, but the waves wash in the sand as fast as it is cleared out, and the expense and labour have been thus entirely thrown away.

ported from Alicant. The Grao village is also frequented for sea bathing. The principal trading nations have resident consuls at Valencia. It has extensive manufactures of silk. Port Towns. Valencia.

Puzol and Almacera are little towns.

Murviedro, a town of 5,000 inhabitants, on the right bank of the river of the same name, or Palancio, a league from its mouth. It is surrounded by old Moorish walls, whence is derived its name (*Muros Vielos*). It stands on a part of the site of the antient *Saguntum*, a quarter of a mile from the sea; the streets are narrow and dark, but the suburbs well built. The citadel, which still retains the name of *Sagonta*, occupies the entire summit of a high rock: it is surrounded by modern walls, and has besides some Moorish fortifications and Roman antiquities; in the centre is a covered cistern, 200 feet long, twenty wide, and still eighteen deep, though half filled with rubbish. At the foot of the rock are the ruins of the Roman theatre worthy of particular notice. The *Grao*, or road of Murviedro, is entirely open and the bottom foul. Its trade is confined to the export of some brandy coastwise.

Villa Reale de Nules, 4,000 inhabitants. Peniscola, 2,000 inhabitants, is in an open bay in which ships anchor in ten fathoms. Benicarlo, a fishing town of 3,000 inhabitants, one league and half west of Peniscola, is celebrated for its wines.

Vinaros, a league from Benicarlo, on the Servol, has 5,000 inhabitants and a considerable coasting trade, its chief export being brandy.

Vessels

Vessels of fifty tons enter the river, but no foreign vessels are permitted to load here.

San Carlos, in the port of Alfaques, was founded in 1792 by the crown as a fishing station, and principally built at its expense. It consists of one wide but short street, the houses uniform have only one story. Amposta is on the right bank of the Ebro, four leagues from the sea and two leagues from St. Carlos, with which it communicates by a canal.

Tortosa (*Dertosa*), on a hill on the Ebro, two leagues above Amposta, has 16,000 inhabitants, is ill built, but has a handsome cathedral, and an old castle a mile square. Its exports are confined to dried fish and barilla. Lorpagne, a neat little town on a hill, with a haven formed by two piers: it exports some wine and brandy [illegible] Balaguer, a castle on a hill overlooking the sea and defending a pass in the mountains, called le Col de Balaguer. Cambrils, a town of [illegible] inhabitants on a little river. Salo and Villa [illegible] towns which export some brandy [illegible]

[illegible]

before the Christian era; its Phenician name of *Tarcon* was corrupted by the Romans into *Tarraco*. Under the latter it was the capital of *Hispania Citerior*, and according to some historians contained two millions and a half of inhabitants. Between 467 and 1713 it sustained ten regular sieges, and was several times taken and the inhabitants put to the sword. In 1807 it was besieged by the French, and after an obstinate defence capitulated; but the French soldiers commanded by Suchet, deservedly surnamed the *Butcher of Tarragona*, committed as great cruelties as if the place had been taken by assault, massacreing the defenceless inhabitants without regard to age or sex. It exports a considerable quantity of grain, wines, and brandy. In 1805, 208 square rigged, and 1,506 lateen rigged vessels entered the port, of which number 1,515 were Spanish. Port Tarragona. Catalonia.

Taran, Vendrel, at the mouth of the Gaya, Cubellas, on the Foix, are insignificant. Villa Nuova, a small town on the beach, before which vessels anchor in seven to nine fathoms. It has no haven and the small craft belonging to it are hauled on shore. Sitgas, a mile inland, has a cove before it.

Barcelona, the second city of Spain in population and commerce, has 160,000 inhabitants, and is situated on a bend of the shore, between the Lobregat on the south and the Besos on the north. Its port is formed by a mole on the N.E., on whose extremity is a light-house.

Within

Port Town. Within the mole the depth is but eight feet, and is daily diminishing by the sand thrown into it from the sea, the mole preventing any off-set. The mud of the Besos and Lobregat also form banks before the entrance, vessels of burden are therefore obliged to anchor in the roads one mile and half from shore, and entirely exposed to the sea. The streets, though it has some good ones, are in general narrow and crooked, paved with large flat stones, and badly lighted. It is strongly fortified on the land side by ramparts and bastions supported by extensive outworks. Mount Jouy, a strong fort on a hill to the S.W., commands the port and town, a part of which latter is also commanded by a citadel surrounded by a ditch on the N.E. The usual garrison is from five to 6,000 men. Here is an administration of marine, and a large military arsenal, called the *Tersana*, in which is a foundery of cannon.

Barcelona had before the wars an active and passive commerce, to the amount of one million and half sterling. The number of vessels that entered and sailed was near 1,200, of which the common proportion was 500 Spaniards, 200 French, 150 English, sixty Danes, forty-five Dutch, and 300 of all other nations. The town possessed about 100 square rigged vessels. The commercial nations have resident consuls here. The chief exports are wine, brandy, wool, cork, fruits, and silk. The manufactures are more flourishing than in any other city of Spain: they are silks of all kinds, coarse woollens, cottons, window-glass, paper

paper, hats, gauze; all of which are exported to the colonies, as well as shoes, of which Barcelona supplied 700,000 pair annually, valued at two shillings the pair. *Port Towns. Catalonia.*

Barcelona is said to have been founded by the Carthaginians, who gave it the name of their general, Hanibal Barcino. Between 802 and 1714 it sustained eleven sieges and was seven times taken.

The new town of Barcelonette, on the S.E., may be considered a suburb of Barcelona: it is an exact square with twenty-four streets, each twenty-five feet wide, and crossing at right angles. The houses are of brick, uniform, and with each twenty-five feet front. It is inhabited almost entirely by persons employed in marine affairs.

From Barcelona, to the north, the shore presents a quick succession of small towns and villages, of which the principal are, San Andria, Badelona, Mongat at the foot of a hill, on whose summit is a castle. Masnou, Premire de Baix, Velazor de Baix; all these places have manufactures of iron and brandy, which they export coastwise. MATARO, a town of 25,000 inhabitants, is four leagues and a half east of Barcelona, has a good trade, exporting chiefly its own manufactures of soap, brandy, silks, cottons, linens, sail-cloth, lace, &c. It has an administration of marine, and a constant garrison of two squadrons of cavalry.

From Mataro to the frontiers of France there is no town of any consideration. The principal places

Port Vendres. Coast line.

places in succession are Arens de Mar, 3,500 inhabitants, St. Maria de Mar, Canet de Mar, 500 inhabitants, St. Pol de Mar, 2,000 inhabitants, on the little river Bellet; all these places have manufactures of anchors, brandy, silk, and cotton stockings, which they export to the neighbouring ports and to Roussillon and Italy. Callela, 2,400 inhabitants, is beautifully situated and neatly built; Pineda, Malgrat, and Tordera, on the left bank of the little river of the same name. Blanes has some tanneries, Tosa a village built on a steep hill projecting into the sea, which shelters its cove from all winds but S.W. St. Feliu de Guixol. Palamos has a small pier haven for craft on the south side of Cape St. Sebastian: Pals, at the mouth of the Tordero, Ampurias (*Emporæ*) on the Fluvia. Roses, (*Rhodes*), on the north side of the Bay of Roses, is a village of one street, defended by two forts. Puerto del Trinidad, Cadaques, a small town with a large and safe port. Selva de Mar, or Selva Baxa, west of Cape Creus, is a town of considerable size. Villa Mana de Llansan, the last town in Spain, is situated on a small creek, which penetrates into a beautiful valley.

SPANISH ISLANDS.

The isles Baleares or the Balearic comprehend Majorca, Minorca, Cabrera, and several islets. They are situated off the coast of Valencia, in that

that part of the Mediterranean, called by the antients the *Iberian* sea; by the Greeks they were named *Gymnesia*, from the inhabitants going naked; and they received the name of *Baleares* from the Romans, from the expertness of the natives in the use of the sling. The modern names of Majorca and Minorca are relative to their respective sizes (*Major* et *Minor* insula), and Cabrera (*Capraria*) has its name from the flocks of goats sent from Majorca to feed on it.

Majorca.

MAJORCA is nearly a square, the parallel sides laying N.E. and S.W. and W.N.W. and E.S.E.: the former are nearly straight, without indentation of consequence; but the latter are deeply indented by gulfs. The greatest length is fifty, and the medium breadth forty miles, containing a surface of 1,440 square miles.

In general this island is mountainous and rocky, particularly on the N.W., where are the two conspicuously elevated mountains of *Pugg-major* and *Galaix*. On this side the shore is formed of rocky precipices, furiously beaten by the sea, and has no place of shelter for a vessel, except the insignificant port of Soller. The island has no stream that deserves the name of river, but is sufficiently watered by the torrents from the mountains, many of which find their way to the sea. The climate is temperate and in general healthy. The mountains of the north coast shelter the rest of the island from the cold north winds, which blow with great violence out of the Gulf of Lyon, and also arrest the clouds, which condense into

light rains and dews, that animate vegetation and moderate the heats of summer, during which season the atmosphere is also refreshed by sea breezes. The mountains, however, often create transient storms of great violence.

The mineral productions of the island are coal, veins of which are found in several places, but none are worked; limestone, marbles, slate, and mill-stones. Near Campos is the only mineral spring in the island, which is sulphurous.

The vegetable productions are the same as those of the opposite province of Spain. The quantity of wheat and barley produced is insufficient for the consumption of the island, by 50,000 fanegas, to make up which it depends on Barbary, &c. This deficiency does not however proceed from the infertility of the soil, so much as from the imperfect state of cultivation, and the quantity of waste land.

The only wild quadrupeds are hares, rabbits, and a few foxes: the domestic animals in 1805, were 2,000 horses, 3,000 asses and mules, 6,000 head of horned cattle, 61,000 sheep, 34,000 goats 25,000 hogs. The horses are weak and ill shaped; the asses and mules strong and hardy; the horned cattle poor and weak; the sheep large and their wool fine, their milk as well as that of the goats is made into cheese; the hogs are large and fat, and their flesh is the most common animal food. Common fowls are plenty, but geese and ducks very scarce.

The population of the island is estimated at 130,000

136,000 souls, of whom 2,000 are priests and monks, and 1,200 nuns. The manufactures are confined to some coarse linens and woollens, sail-cloth, and a little silk: the woollen girdles fabricated here are sent to Italy and Malta, the sail-cloth to Carthagena for the navy. Majorca.

The island has two cities, thirty villages, and twenty hamlets. The most conspicuous points of the coast are those which form the angles of the square, viz. Cape Pera, the N.E., Cape Salinas, the S.E., Cape Dragonera, the S.W., and Cape Formentor, the N.W.

In the topographical description we shall commence at Cape Pera, and make the circuit of the island by the south. Manacor, two leagues south of this cape, is on a small cove, with good anchorage and fresh water, which issues from a grotto eighty yards from the beach. Cala Longa affords shelter to small vessels in bad weather, on it is the hamlet of Colomb. Port Pera can receive five or six moderate sized vessels, which may lie sheltered from all winds but S.E.; on the left hand entering is a ruinedcastle. Cala Figuera, north of Cape Salinas, is only fit for long-boats. East Coast.

Campos, west of Cape Salinas. The Gulf of Palma is four leagues deep with good bottom all over it, but exposed to S.W. winds, which throw in a great swell, prolonging its west shore. The first place is Fort St. Carlos on a point, to which succeeds Port au Pins, a cove protected by a fort on its north point, in which frigates may anchor close to the shore, tolerably sheltered from all S.W. Coast.

Majorca. S.W. Coast.

winds in ten fathoms. Here is also a haven for vessels of twelve feet, the entrance of which may be closed by a chain. Next to Port an Pins is Belew Castle, of considerable size, on a hill, and with a garrison, in war, of 150 men. Attached to it, on the north, is a tower, which serves as a state prison. The lazaret, between this castle and Palma, is built on the side of a hill, and is in very bad order.

PALMA, the capital of the island, is at the head of the gulf, built semicircularly on a rising ground. It has 33,000 inhabitants, the streets in general narrow and ill-paved, and the houses large but plain. The chief buildings are the palace of the captain-general, a cathedral, five churches, ten convents of men and eleven of women, the exchange, a town-house, four hospitals, and a theatre. The town is surrounded by a wall fourteen palms thick, and flanked by thirteen bastions, several of which have redoubts, with two half moons and a horn-work. On the land side is a wide dry ditch, and towards the sea a narrow fausse bray. It has five gates towards the land, and three from the sea. Its haven is only fit for small vessels, who make fast alongside a narrow mole, 500 yards long, on the extremity of which is a battery. One of the most considerable streams of the island called *la Rieria*, runs past the walls of the city; it is only a mountain torrent, which nearly dries in summer, but in winter is often much swollen, and does considerable damage.

Palma

Palma is the seat of government of the isles Baleares and Pityuses, which is composed of a captain-general for the military, and a royal audidience of eight persons for civil affairs: these authorities are independent of each other, but are both immediately accountable to the supreme council of Castile. Palma has a society for the encouragement of agriculture, manufactures, &c., and two printing presses; from which, however, there issues only government orders and advertisements of sales and local news. Majorca.

Port Pasquet, west of Cape Figuera, and the west point of the Gulf of Palma, has good anchorage in three to six fathoms, but is exposed to the S.W. Off its S.E. point are two islets, which shelter it in that direction. Andraceio, or Andraig, a well-built town of 4,000 inhabitants; near it is a cove, two miles deep and a musket-shot broad, which serves as its port, but admits only small craft. Friou, south of Cape Dragonera, is an open road.

Banalbufar, N.E. of Cape Dragonera, is a town of 5,000 inhabitants, on the summit of a mountain. Soller cove, nearly in the middle of the N.W. side of the island, is at the extremity of a beautiful valley, bounded by barren hills; its entrance is difficult, and is protected by a battery of four guns: it is only visited by small craft, to load oranges, which the valley produces in abundance, and which are shipped from the village of St. Catharine. N.W. Coast.

Polenza Bay (*Portus Minor*) between Cape Formentor, N.E. Coast.

Majorca. N. E. Coast.

Formentor on the west, and Cape Pinor on the east, has good anchorage all over it, from twenty-seven fathoms at the entrance to three near its head. It has also a land-locked cove, in which one ship may anchor in four fathoms, under a tower with some cannon; south of which is a good watering place. The open town of Polenza is two miles from the shore, at the head of the bay, and behind a hill; it has 6,000 inhabitants.

Alcudia Bay (*Portus Major*) is separated from Polenza Bay by a peninsula, whose north point is Cape Pinar, and the south Cape Minorca, or Alcudia. Cape Ferroul is the east point of the bay, within which is good anchorage for large ships. About thirty vessels of easy draft may lay perfectly sheltered at the head of the bay, near a small island, within which, on the main land, 200 yards from the shore, is a hole in a rock, with fresh water.

The city of Alcudia, the second of the island, is on the peninsula that separates the two bays, and situated on an eminence, two miles from the shore of Alcudia Bay. Its population is at present but 800, being deserted in consequence of its unhealthiness, from a stagnant lake in the vicinity; it is surrounded by old walls and a dry ditch, with two forts and a garrison of thirty men.

Dragonera.

Dragonera island is but a quarter of a mile distant from Cape Dragonera, the west point of the island; and in the middle of the passage is a ledge of rocks, level with the water, but with a deep channel on each side. The island is about two

two miles long, has a fort on an eminence, and two Martello towers, for defence against the Barbary pirates. It is uncultivated. *Majorca.*

Cabrera Island is three leagues S.W. of Cape Salinas, the S.E. point of Majorca; it is three leagues in circuit, elevated, and affording some wood, which is cut at certain intervals, and sent to Majorca for fuel. Its N.W. point is Cape Leveche, the N.E. Cape Ventosa, and the S.W. Cape Ansiola. On the N.W. side is a well-sheltered bay, capable of holding a large fleet; its entrance is but a cable and a half length wide, and within is twenty to twenty-five fathoms. On an eminence, at the head of the bay, is the castle of Cabrera, which in war has a garrison of forty or fifty men, and ten or twelve in peace. Except this garrison there are but few inhabitants, and it is a place of banishment for state prisoners. *Cabrera.*

There are many small islands round Cabrera, of which the most considerable is Conojera, one mile north of Cape Ventosa; it is a mile long, and the channel between it and the cape is safe for the largest ships, the depth being ten and twelve fathoms. Off the north side of this island are four islets, close together, three of them named Plana, or Flat Islands, and the fourth and highest Furrada. They are only resorted to by the fishermen, to dry their nets. The channel between them and Cape Salinas, in Majorca, is five miles and a half wide, with twenty-five fathoms in the middle, and ten fathoms close to the cape. The other islands are mere blocks of rock, with *Small Islands.*

generally deep channels between them, but too narrow to be attempted by ships.

Minorca.

MINORCA, the second of the Baleares islands, forty miles long, N.W. and S.E., and twelve broad, containing 800 square miles. The channel between it and Minorca, in the narrowest part between Capes Pera and d'Artush, is thirty miles.* In general this island is level, having but one hill of any elevation, named Mount Toro, nearly in the centre of the island. The climate is less mild and temperate than that of Majorca, wanting the shelter which this latter receives from the mountains of Catalonia, against the violent northerly winds from the Gulf of Lyon, the effects of which are strikingly visible in the naked barrenness of the north coast, whose few trees are stunted and bent to the south. The want of elevations to arrest the clouds, renders the summers hot and dry, while the autumns are wet and the winter raw, though there is seldom snow or ice; the spring is therefore the only agreeable season, being pure and serene. The variations of the thermometer are between forty-eight and eighty. In general this island presents a base of calcareous rock, covered with a layer of earth and sand, and possessed of different degrees of fertility, according to the depth of

* Minorca was taken by the English in 1708, and confirmed to them by the treaty of Utrecht, 1713. It was retaken by the Spaniards and French in 1756, and Admiral Byng fell a victim to the exasperation of the public mind, and to the safety of ministers for not relieving it, with a force greatly inferior to that of the enemy.

of this soil, or the preponderance of these substances. The island furnishes limestone, marbles, slate, potters' clay, and talc or muscovy glass. Iron ore is also met with, and it has some poor veins of lead. On the east coast are several lagoons, separated from the sea by narrow strips of land, through which the sea-water filters. They abound with excellent mullet. In levant winds their level is higher than the sea, and with westerly winds lower; the waters of the lake not following with equal celerity the irregular movements of the sea caused by these winds. Minorca.

The only timber trees of the island are pines and ever-green oaks. The crops of wheat, rye, barley, and Indian corn, taken together, are insufficient for the consumption of the island. The wild quadrupeds are, a very few hares, abundance of rabbits, and some porcupines; the land tortoise is also met with. The domestic animals were in 1805, 600 horses, asses, and mules, 6 to 7,000 horned cattle, 40 to 45,000 sheep and goats, and 10,000 hogs. The larger cattle are similar to those of Majorca; the sheep and goats small and lean. The hogs, which are large, are in the autumn turned into the woods to feed on the acorns; and in winter are fed with barley, which renders their flesh excellent: and pork is the chief animal food of the Minorcans as well as Majorcans. The reptiles met with on the island are snakes and lizards; scorpions and centipedes are common. The birds taken for food are, the red-

red-legged partridge, quail, wild pigeons, doves, thrushes, woodcocks, snipes, wild duck, and teal.

The population of the island is about 30,000. In 1805 its military establishment consisted of 1,000 chasseurs, 3,100 infantry of the line, 90 cavalry, and 500 artillery, total 5,190 regulars; of whom 350 form the garrison of Ciudella, fifty of Fornels, and the remainder (with the exception of some small detachments of four to eight men, in the small forts and towers on the coast), are stationed at Port Mahon, where is also a park of field artillery. The governor is usually a brigadier in the armies of Spain.

The principal capes of the island are, Cape de Nella, the north point. Cape Mola, north of the entrance of Port Mahon, is a lofty peninsula promontory, descending perpendicularly to the sea; on it is a signal tower, and its foot three rocks steep to. Cape d'Artush, the S.W. point of the island, is low, with eighteen to twenty fathoms close to it, and E.S.E. of it a shoal, on which the sea does breaks in bad weather, with a passage within it for small craft only. Cape Favoli is the west point of the island.

Port Mahon, the principal place of the island, though not [illegible] the capital, is on the east coast, and one of the best harbours of the Mediterranean. [illegible] its greatest breadth [illegible] only ninety [illegible] the first, called

called King's or Bloody Island,* has on it a large building, erected for the naval hospital by the English in 1773: it was intended to hold 250 patients. On the second island are magazines and lodgings for receiving the cargoes and passengers of vessels arriving from the Levant, with clean bills of health, while performing quarantine. The name of the third, Lazaretto island, denotes its uses; it is joined to the main land by a narrow neck, covered at high water. Redonda, the fourth island, is a circular mass of rock communicating with the main by a wooden bridge. On it were the English naval magazines and dwellings of the officers of the naval department, surrounded by a wall flanked with square towers; a pier runs out from it, at the extremity of which are masting shears, and alongside of which the largest ships heave down. Minorca.

Opposite Lazaretto island, on the south shore of the port, is the village of San Carlos, entirely inhabited by sea-faring persons; here are also barracks for 4,000 men. Midway, between this village and the city of Mahon, was the famous fort St. Philip, or the *Ravalle*, a league in circuit, which commanded the entrance of the port; but the works of which have been entirely blown up by the Spaniards, so that, at present, the only defences are a battery on the south shore, of twenty-

* The first name it received from Alphonso III. king of Arragon, having landed on it in 1287, and the latter was given by the English seamen, from its having the naval hospital.

Mahon. twenty-three guns, eighteen and twenty-four pounders; Fort Philipet on the opposite shore, in which are but four or five guns; and a Martello tower, with but a single gun on the same shore. On one of the heights that line the north shore is a tower, which repeats to Mahon the signals from Mount Toro; which latter commands a view of the sea all round the island.

The city of MAHON is on the south shore, near the head of the port; it is built on elevated rocky ground, whence it enjoys the two advantages of a fine view and salubrity. The streets, which, in general, are narrow and crooked, are paved with large pebbles; the houses tolerably built of stone, with windows and chimney-places in the English manner, and each has a cistern to preserve the rain water. The principal public buildings are, the government house, town house, a church, two convents of men, one of women, and a civil hospital. The town was formerly surrounded by a wall, of which the vestiges of one gate alone remain.

Port mahon. Commencing at Port Mahon, and tracing the circuit of the island by the north, we meet in succession with the isle Colons, tolerably high, with only a passage for boats within it. On its west is the road of Sussilanes, fit for vessels of middling size, sheltered from all winds but N.W. which throws in a great sea; but with good cables there is little danger. There is also a road on the S.E. of the island, sheltered from all winds but E.N.E. to E.S.E. and a little haven for small craft entirely landlocked.

Port

Port Adaye has depth only for small craft; off it are three islands, one of which is elevated and the two others very low. Port Fornels is an extensive basin, with a narrow entrance; but in which is seventeen to twenty fathoms, and no danger but what is apparent. Its entrance is defended by a little square fort, within which are barracks for 100 men, and by a tower on the opposite shore with an eighteen pounder. At the head of the port the English constructed a woollen fort of two stages, the lower serving for the lodgement of the soldiers, and in the upper one are port-holes for four large guns. All these works are neglected by the Spaniards who have here only fifteen soldiers. On the right shore of the port is a little hamlet of fishermen, its only inhabitants. Anfros. North Coast.

The gulf of Anfros is a large bay with high shores and several coves. Port Sanitge, half a mile deep, and one and a half cable's length broad at the entrance, can receive small vessels, which lay sheltered from all winds, opposite a cavern on the west shore. On the N.W. of the port is the island Porcos, elevated on the north and very low on the south; the channel within it is only fit for small craft. The rock of Antichrist is a high head-land west of Port Sanitge.

Ciuda-della, or Cittadella, the capital of the island, is on the west end, south of Cape Bayoli; it is surrounded by a wall with bastions, and has barracks for 600 infantry and thirty horse; a cathedral, two parish churches, and four convents; West Coast.

Minorca. vents, with four cisterns of hewn stone to preserve the rain water. The streets are narrow, crooked, and badly paved. Its port is by no means good; for though the entrance is narrow, west and south winds make a great swell in it: it terminates in marshy shoals. On the right side of the entrance is a Martello tower with two guns; and near it the church of St. Nicholas, held in great veneration by the Minorcan seamen. On the opposite shore is another tower.

Saint Andros Cove, north of Cape d'Artush, is only fit for small craft. Saint Galdan's Cove, two miles east of the same cape, is the best road South Coast. on the south coast, having shelter from all winds but west in four fathoms.

The Layre de Mahon is a small barren rocky island off the S.E. point of Minorca, very low on the N.W., and rises to the S.E.; where it terminates perpendicularly, and is steep to; in the channel within it is seven fathoms. A little salt is made on it.

The Isles *Pityuses* comprehend Yviça, or Iviza, Formentera, Conojera, and upwards of fifty lesser ones. They are supposed to have obtained the name of *Pityusæ*, either from the pines which antiently covered them, or from certain earthen vessels fabricated by the inhabitants, which were believed to possess the virtue of neutralizing poison. They are said to have no venomous reptiles.

Yoiça,

Yviça, the ancient *Ebusus*, is twenty miles long and ten broad, containing 560 square miles. In general it is diversified with hills and fertile valleys; has about 13,000 inhabitants, who furnish a militia for its defence of 1,670 men, it having no regular troops. Yviça, the only town, is on the S.E. and has 400 houses; above it, on a hill, is a fort, within which are 200 houses, a cathedral, six churches, a convent, and barracks for two battalions. The fortifications consist of some bastions and a covert-way without a ditch. The total population is 2,700. The port is spacious, and sheltered on every side, viz. from S. to S.W., by the Island Formentera, from E. to S.E., by Isle Plana, and by the hills on the main island round the rest of the compass. The depth continually decreases, as well from the sand carried in from the sea as by the ballast thrown out by the vessels that come here to load salt. About sixty xebecs belong to the port. Yviça.

The other places of the island deserving mention are, Port Portinache on the N.E., a cove with five fathoms depth near its head, where it is sheltered from east to N.W. round by the south. St. Michael's cove, on the same side of the island, is well sheltered at its head in six fathoms, and receives two rivulets, whose sources are two miles from the shore.

Porto Magno, or St. Anthony's Bay, on the west coast, runs in two miles and a half to the S.E.; its entrance is covered by the isles Cunillas, which, however, do not shelter it from the N.W. winds; and

Yviça. and hence, though in summer it is a safe anchorage for the largest ships, it is dangerous in winter, when these winds often blow violently. Small vessels may, however, lay near the head of Port St. Anthony well sheltered.

West Coast. Padella Cove has good anchorage for middling sized vessels sheltered from all winds. Lentrisca cove has shelter for vessels of easy draft from all winds but S.E. Port Roxo is exposed to the S.W. and south.

The principal points of the coasts of Yviça are, Cape Grossa, the N.E. perpendicular, and with an islet close to it. Cape Juen, the west, high, steep and covered with trees: W.S.W. one mile from it is the little island Beder, three quarters of a mile long, and so high as to be seen twelve leagues, forming two peaks; in the channel between it and the cape is twenty fathoms. The island Bedernella is close to Beder. Cape Falcon, the S.W. point of the island, is low and projecting. The point of the Gates, the S.E. point, is low, but descends from an elevated land, called *el Cervo Marino*. Cape Campaniche, the east point, is perpendicular. Off it is the Isle of Tayomago, half a mile long. In the channel between it and the cape is fifteen fathoms. The peak of Nono, on the west side of the island, is a conical promontory covered with trees.

Formentera. The Island of FORMENTERA (*Pityusa Minor*, or *Ophiussa*, Serpent) is south of Yviça two miles and a half; the passage between being called the Channel of Yviça. It is eight miles long, E. and W.

E. and W. but of very irregular breadth. It is of middling height; and has 1,200 inhabitants, whose chief business is cultivating wheat, whence the island derives its name. The island has no good port, but small craft may anchor in the cove of Sacona on the west end, which is open only between N.W. and S.W., and in that of Espalmidore also on the west. A quantity of salt is made on this island, in natural salt-pans or lakes, which have no visible communication with the sea. *Yviça.* Formentera.

The principal lesser islands round Yviça are the three Conojeras, Bleda, and Esparta, off the west coast. The Grand Conojera is of middling height, one mile and a quarter long, and has on the east a tolerably sheltered cove. Borca, the second of these isles, is half a mile long, and high. Esparta, the third, is three quarters of a mile long, and the highest of the three. These islands are uninhabited, but the people of Yviça pasture their sheep here, and often lose them by the descents of the Barbary pirates. The Bledas are five islets, W.S.W., two miles and a half from the Great Conojera. Small Islands.

The Colombrettes, in the Gulf of Valencia, E.N.E. of Murviedra, and ten leagues from the coast, are a group of fourteen rocks above water, which owe their name to the idea that they are so infested by serpents as to be uninhabitable; hence also the Greeks called them *Ophiusa*, and the Romans, *Colubraria*. On the N.E. side of the northernmost is a bay, affording shelter for small vessels.

FRANCE.

Creus. Passing Cape Creus the coast of the Department of the Eastern Pyrenees continues mountainous and rocky; then succeed the low and marshy shores of the Departments of Aude and Herault, on which are many salt lagoons communicating with the sea, the principal being those of Leucate, Sijean and Thau.

The lagoon of Thau is six leagues long, and communicates with those of Perols and Maugio; it is separated from the sea by the *butte* or *breche* of Cette, a narrow ridge of pebbles cemented with spath which was anciently thrown up by the waves, but which they now continually wear away. The water of the lagoon is as salt as that of the sea, but in it is a deep spot called *Avysse*, from which rushes up a column of fresh water with such force as (in conjunction with strong winds) to produce at times waves dangerous to boats. The waters of this spot being much warmer than the surrounding ones, a circular space remains unfrozen in the hardest winters, when the rest of the lake is a sheet of ice. In the middle of the lagoon rises a naked rock, named Roquerol, round which the water is very deep. Vast numbers of muscles, lepas, and other shell fish, adhere to the base of this rock.

Beyond Cette the Rhone forms a number of islands, the principal of which, named Camargue, is properly an assemblage of little marshy islets and

and sand-banks, whose base is the ancient bed of the sea. Within these islands are the brackish lagoons of Valcaros and Bierre, or Martigues; the latter is five leagues long and two broad, and communicates with the sea by the Canal of Martigues, at the entrance of which is the Tour de Bouc. This lagoon is navigable for boats all over it, affords abundance of salt, and has a good fishery; as have the lakes of Valcaros, Majean, Entrecens, Foz and De Galle. Coast.

The coast from Marseilles to the limits of Italy is more or less elevated, and has a great number of small indentations, improperly named gulfs, between the rocky headlands.

The rivers that empty themselves on the Mediterranean coast of France are, Rivers.

Departments.	Rivers.	Empties at.
Eastern Pyrenees	Tech	Elne.
	Tet	Canet.
	Basse.	
Aude	Aude.	
Herault	Orbe	Serignan.
	Herault	Adge.
	Lez.	
Gard	Vidoule	Lake Thau.
	Vistre.	
	Rhone.	
Bouches de Rhone	Touloubre	Lake Bierre.
	Are	Lake Bierre.
	Joset	Marseilles.
	Veaune	Bay of Marseilles.

Rivers.	Departments.	Rivers.	Empties at.
	Var.....	Leteya	Gulf of Hyeres.
		Molle	Gulf of Grimaud.
		Argens	Gulf of Frejus.
		Saigne	Gulf of Napoul.
		Baige.	
		Loup.....	Bay of Antibes.
		Cannes.	
		Var.	

The Aude (*Atax*) has its source in the Pyrenees, and divides into two branches near Narbonne; that which retains the primitive name separates the departments of Aude and Herault, and falls into lake Vendres, the second into lake Bages.

The Herault (*Ransarus*) rises in the mountains of Cevennes.

Vidoule separates the departments of Herault and Gard.

The Rhone (*Rhodanus*) rises in the peaked mountain in Switzerland, passes through the Lake of Geneva, by Lyons, &c. and empties itself with great rapidity by three mouths among the marshy islands we have already noticed. The westernmost branch is called the Little Rhone or Rhodonet, the middle separates the departments of Bouches de Rhone and Gard. The eastern branch, called the Great Rhone, has six channels into it between the banks.

The Argens is the only river of the department of Var that is even floatable for timber, and that only a short distance.

The

Rivers.

The Var rises in the Alps near Colmar, and after a course of twenty-five leagues, empties itself half a league west of Nice, forming the ancient boundary between France and Italy. It has several islands and so rapid a current that it is scarcely navigable. The freshes from the mountains cause it to overflow and at times to do considerable damage.

Port Towns.

Rousillon. Department East Pyrenees.

Port Vendre, a league east of cape Cervera in Spain, is the first town of France: it is on a cove well sheltered with anchorage in six to eight fathoms, and exports some wine coastways.

Collioure, a small town of 2,000 inhabitants at the foot of a hill, on whose summit is fort St. Elme, which also commands Port Vendre: it exports some sardines and tunny fish as well as a little wool. Elne on the Tech has 1,200 inhabitants. Canet on the Tet exports a considerable quantity of salt made in the marshes near it.

Perpignan, two leagues and a half above Canet on the same river, is the chief town of the department, having 11,000 inhabitants: it is partly on the side and partly at the foot of a hill and has a citadel. It exports wine, fruit, and wool. Salces and Leucate are small places on Leucate lagoon: the former has a good fort, the latter sustained a memorable siege in 1637 by the Spaniards. It is in the department of Aude.

Languedoc. Department of Aude.

Sijean, on a lagoon, has 1,800 inhabitants

Port Tenn. Languedoc. Department of Aude.

and considerable salt-works. NARBONNE, (*Narbo martius,*) an antient city of 9,000 inhabitants, is on a canal cut from the river Aude to the sea near lake Bages. It is unhealthy, and exports oil, wine, and honey, the latter being celebrated. In the vicinity are many Roman ruins.

Department Herault.

Serignan, a small place at the mouth of the Orbe. Agde (*Agatha*) on the Herault, is built of lava and has 7,000 inhabitants, with some coasting trade. CETTE, or port of St. Louis, has 7,500 inhabitants. It is built on a strip of land that separates the lagoon of Thau from the sea, and communicates with the lagoon by a canal. Its haven is formed by a curved jetty on the north, another on the south, and a third across the entrance 300 yards long, leaving two channels; that on the north fit only for small craft, and that on the south for vessels of thirteen feet: the depth in the haven is fifteen feet. 200 to 300 vessels annually load brandy here for the Baltic; it also exports the produce of its sardine fishery, and the wines, verdigris, &c. of Montpellier.*

Meré, 2,800 inhabitants; Frontignan, 1,400 inhabitants, celebrated for its wines and raisins, are on the shores of lake Thau, or Maguelone.

Aigues Mortes (*Aquæ Mortuæ*), on the Vistre, had formerly a good port but is now two leagues from the sea, with which it communicates by a canal

* Montpellier (*Mons Pessulanus*) has 33,000 inhabitants: it is on a hill two leagues from the sea, the little river Merdanson running through it, and the Lez close past it. It is celebrated for its salubrious climate.

canal 100 feet wide and six deep. In 1799 the sea inundated it. The road called Grâu d'Aigues Mortes affords tolerable anchorage but is seldom visited. *Port Tonens.* Provence. Department of Bouches de Rhone.

Martigues, on Lake Bierre, has 7,000 inhabitants: it is composed of three distinct parts; the island at the entrance of the canal, by which the lake communicates with the sea; the second on the north side of the canal, called Jonquieres; and the third on the south, named Ferrieres.

Marseilles (*Massilia*), a city of the first class, having 110,000 inhabitants, is on a bay of which Cape Couronne is the west, and Cape Croisette the east point, distant from each other five leagues. Half a mile east of the former cape is the little island Serignan, and on the west side of the bay mooring anchors are laid down for the convenience of ships waiting for a wind to get to Marseilles. This city is supposed to have been founded by a colony of Phoceans. It is divided into the new and old towns: the former, which is on the side of a hill, has narrow, crooked and steep streets, and mean houses. The new town, at the foot of the hill, has straight and wide streets and handsome houses, and the little river Joset runs through it. The port is an artificial basin enclosed by moles and capable of receiving 900 vessels. The exchange is a noble building. The principal trade is with the Levant, and the Marseillois formerly monopolised the greatest part of the coasting trade of the Turkish dominions. In 1788, 5,000 vessels cleared out, and in 1803 only 1,500.

Port Tonne. Provence. Department Bouches de Rhone.

England, Spain, Denmark, Sweden, Prussia, Russia, Holland, Austria, America, Switzerland, and Naples, have consuls here. As Marseilles has a constant communication with the Levant, the most rigorous precautions are here taken to guard against the introduction of the plague.

On the east side of the Bay of Marseilles are several rocky islands, viz. Rattoneau, or St. Stephen, the northern, one mile and a half long, of which no use is made; Pomegue, or St. John, on which is the road and lazaret for vessels performing quarantine, and on which is a castle that formerly served as a state prison, but is now used as a depot for convicts intended to be sent to work the mines of the isle of Elba. The rest of the islands are mere rocks; their names are, de Daume, Tiboulen, de la Maire, Jaros, Galaseraigne, Riou, all close together, and Planier, five leagues S.W. of Cape Croisette, with a tower.

Port Miou is a little haven, two leagues east of Cape Croisette; and one league farther, is Cassis, a large village with a haven, exporting fruit and wines. La Ciotat, (*Civitas*), a considerable place on a cove, with an island before it, and a pier haven for small craft. It is famous for its muscat wine, as well as for an intermitting fountain. Vessels for the Mediterranean coasting trade are built here.

Var.

The Bay of Toulon is formed on the south by a peninsula, joined to the main by a narrow low neck of land; the outer point of this peninsula is Cape Cepet. The outer or great road of Toulon is

is bounded by the peninsula on the south: its entrance is a mile and a half broad and is defended by many forts on both shores. The inner road is a fine basin, entered between two promontories a quarter of a mile from each other and both covered with batteries: the depth in the basin is six to four fathoms. TOULON (*Telo Martius*), the only naval arsenal of France in the Mediterranean, is situated in the inner road and contains 20,000 inhabitants, who are chiefly employed in the business of the fleet. Its trade is confined to the export of some wine, fruits, oil, and capers, coastways, and to the import of objects required by the shipping. The arsenal has two basins in which the largest ships lay afloat: one of the dry docks is 180 feet long by eighty wide and eighteen deep, and is emptied by eighty-four pumps worked by steam; the rope-walk is an arched stone building 100 fathoms long. Querqueragne Road is four leagues east of the bay of Toulon. Port Toulon. Province. Department of Var.

The Gulf of Hyeres is bounded on the west by the peninsula of Ribaden, joined to the main by a low marshy isthmus, whence it is generally called an island. The town of Hyeres, which formerly had a good port, is now considerably inland. Before the gulf are the four islands of Hyeres, or Golden Isles (*Stœchades*): the western, Porquerolles, is separated from the peninsula of Ribaden by a channel with nine or ten fathoms, in which are two rocks. It is the largest and most woody of the islands, has a castle and about eighty inhabitants. Portecros is elevated, has a small

Port Towns. Provence. Department of Var.

small haven and fifty inhabitants, in a hamlet on the west, before which is the islet Bageau. Levant or Titan, is the eastern, and has the islet Esquilan off its N.E. point. Bragançon has a castle. All these islands are moderately high, and though rocky, fertile, producing oranges, lemons, pomegranates, and spontaneously great quantities of strawberries and lavender: the softness of their climate is much celebrated and one of them claims the honour of being the isle of Calypso.

The Gulf of Triveuil is east of the Hyeres, to which succeeds the Gulf of St. Tropes or of Grimaud, on which are the towns of these names: that of St. Tropes has 3,000 inhabitants and a citadel. Frejus (*Forum Julii*) on the Argens, amongst unwholesome marshes, two miles from the sea, is an inconsiderable place, noticed only for its Roman antiquities and for its anchovies.

The Gulf of Napoul is limited by Cape Roux, a high steep barren point on the south, and by Cape Oropesa on the N.E. Napoul and Cannes are small places on the gulf, and before it are the isles Lerins or St. Honorat, and St. Marguerite: they are both low, and on St. Marguerite, the northernmost and largest, is a strong castle which is used as a state prison, and is celebrated by the confinement of the famous Iron Mask. St. Honorat, which is uninhabited, has its name from a monastery antiently founded on it by that saint.

Antibes (*Antipolis*) is an antient fortified town of 6,000 inhabitants, on a gulf of which Cape Gros

Gros is the west limit. It has a mole haven 600 fathoms in circuit, but partly filled up and with but thirteen feet water where deepest. It exports fruits.

ITALY.*

County of Nice.

NICE (*Nicea*), at the mouth of the little river Poglia, has 18,000 inhabitants, and was formerly the chief place of the county of Nice. It is ill built, and the streets narrow and gloomy from the height of the houses. On the south it is protected from the sea by a strong stone rampart, and on the east is bounded by an immense rock several hundred

* Our readers are aware that the maritime states of Italy, from the Var to Terracina, were united to the French empire since the revolution. The county of Nice belonged to the King of Sardinia, and extended from the Var nearly to the gates of Monaco. The principality of Monaco had a narrow tract of seven miles along the coast: it belonged to the Duke de Valentinois, a Peer of France, and the fort of Monaco was garrisoned by French troops. These territories formed the *French* department of *Alpes Maritimes*. The territory of Genoa, comprized between that of Monaco and Tuscany, formed the three French departments of Montenotte, Genoa, and the Appennines. The Grand Dutchy of Tuscany (with the exception of the republic of Lucca and the principality of Piombino) was erected into a kingdom, by the antient name of Etruria, in 1801, and the infant son of the Duke of Parma declared King; but he dying in 1803, the kingdom was governed by his mother for some months, when it was united to France, and formed the three departments of *Arno*, *Mediterranean*, and *Ombrone*. The territory of Lucca was erected into a principality in 1805, and given by Buonaparte to his brother-in-law the Prince of Bacchioci. Piombino, a principality governed by its Princes under the protection of the King of Naples, was ceded in 1801 to France, and also given by Buonaparte to the Prince of Bacchioci. The papal territory on the Tuscan Sea was united to France in 1808, and formed the department of *Rome*.

County of Nice.

dred feet high, on whose summit are the ruins of a castle, thought to be impregnable until carried by assault by Marshal Catinat in 1704. Between this rock and Mount St. Alban is the entrance of the port, an artificial basin enclosed between two strong moles, and capable of holding forty vessels of middling size. The road outside the haven is full of rocks, without shelter from the levant, and with thirty fathoms close to the shore, so that when this wind begins to blow vessels usually run for Villa Franca. The trade of Nice is chiefly with Marseilles and Genoa, whither it exports oil, silk, rice, hemp, oranges, lemons, anchovies, sardines, and tunny fish.

Villa Franca is one league east of Nice, the castle on Mount St. Alban serving to defend both towns. Its port is a natural cove, one mile and a half deep, between Mount St. Alban and Cape St. Hospice. The entrance is safe, but from its too great breadth the cove is open to the S.S.E.; its depth is ten and twelve fathoms. On the west side of the cove is a little haven within a pier, where the King of Sardinia's navy, consisting of two frigates and two gallies, used to refit. The town is at the head of the cove, at the foot of a steep rock, and is defended by a citadel on a little hill to the west. The village of Eya is on the shore, at the foot of a steep declivity between Nice and Monaco.

Princip. Monaco.

MONACO (*Portus Herculis*), a fortified town of 1,100 inhabitants, on a high peninsular promontory rising perpendicularly from the sea, and inaccessible except on the west. Its road is exposed to

to the east, and has twenty-five fathoms close to the shore, but it has a haven for the small craft, which export its lemons to Nice and Marseilles. Mentone, an opulent town of 3,000 inhabitants, has no port, but exports a great quantity of oranges and lemons, and palm branches used in the religious ceremonies of Palm Sunday. Between Monaco and Mentone is the village of Roccabruna, where the Prince of Monaco has a palace.

Territory of Genoa.

The coast from Monaco to the east is composed of rocky precipices, except between Mentone and Cape de Melle, where is a fine sandy beach for eight leagues. Near Genoa the shore is still more high and precipitous. The coast of the territory of Genoa is one continued chain of towns and villages, the tenth part of which are not named in maps. The first is Lete, between which and Vintimiglia, are several others. Vintimiglia (*Albium*), at the mouth of the little rivers Bibera and Rotta, has a strong castle. St. Remo is a handsome town of 12,000 inhabitants: it exports lemons, oranges, and has the exclusive privilege of supplying Rome with palm branches, whither it sends a cargo annually, worth some thousand scudi. Porto Morizzo, a fortified town on an eminence; between it and Oneglia, a distance of only five miles, are reckoned two towns and forty villages. Oneglia and Alessio, on the north side of Cape de Melle, are small places where boats load fruit. Off Cape de Melle is a large rock with a light-tower. Albenga (*Albium Ingauanum*), in an unhealthy situation on the Borgo, has near

it

Territory of Genoa.

it the isle Gallinari. Finale has a citadel and castle. Noli, Vaya, and Sabatia, are populous villages.

Savona, a large town of 30,000 inhabitants, is defended by two castles: its haven, within a pier, formerly received large ships, but being found to interfere with the trade of Genoa, it was filled up so as to receive only vessels of ten feet. Between Savona and Genoa are many towns and villages, which have nothing worthy of particular notice.

Genoa, *Genova* Italian, *Genes* French, (*Genua*) one of the handsomest cities of Europe, is built amphitheatrically on the side of a hill, and contains 75,000 inhabitants. Its port is formed by two moles, with a light-house on each mole-head, distant from each other a quarter of a mile: the depth within is seven to three fathoms, and though a south wind throws in a considerable swell, it is sufficiently secure.

To the east of Genoa the succession of towns is almost as quick as to the west. The first of any consideration is Nervi, which has some silk manufactures; Recco and Camagli are small places; Porto Fino is on a cove between two promontories which are near a mile in perpendicular height, it has also a small pier haven; Rapalla, a small town on a cove, exports oil.

Chiavari, on the Sturla, has 6,000 inhabitants, chiefly employed in the anchovy fishery: it has a celebrated fair. Sestri-di Levante (*Sagesta*) and other villages are between Chiavari and Porto Venere,

Venere, which latter (*Portus Veneris*) is on the west shore of the Gulf of Spezia, and has a strong fortress on the side of a hill. The Gulf of Spezia (*Porto Lunensis*) is surrounded by verdant hills, and is remarkable for a spring of fresh water bubbling up amidst the salt. On the west point of the gulf is the castle of Santa Maria, and off it three small islands, named Palmaria, Tino, and Tinetto, on the eastern of which, or Palmaria, is a very high light-house. Off the east point of the gulf is Saveta island, and at its head is Spezia, a considerable town with a good haven. *Territory of Genoa.*

In the territory of Lucca are Lavenza, on a river (*Aventia*) which forms a small haven. Massa Carara, a league from the sea, a small town on an agreeable plain defended by a castle; two leagues north of the town are the celebrated marble quarries, whence the town derives its name. Via Reggio is a small town on a bay surrounded by high shores, but entirely open to the south. *Princip. of Lucca.*

Pisa, on the Arno, amongst marshes, a quarter of a mile from the sea, is an antient and handsome town of 6,000 inhabitants, with several fine churches, an university, a botanic garden, and three bridges, one of which is of white marble. It is celebrated as the birth-place of Gallileo, and for its antient commerce, which is now reduced to the export of a little oil and some artificial flowers, all the trade of Tuscany being concentered in Leghorn. *Tuscany.*

Leghorn, *Livorna* Italian, *Livourne* French, (*Portus Herculis Labronis*), has 50,000 inhabitants, of

Tuscany. of whom 20,000 are Jews. It was before the late revolutions one of the chief trading cities of Italy, being a free port and all religions tolerated. Its port is formed by a mole a mile in length, but from the sand washed into it requires continual clearing, for which purpose a number of galley slaves are kept employed; the sand being conveyed to some neighbouring marshes to raise the soil, and render them more healthy. The city is supplied with water from the Arno, by a canal five leagues in length, which is navigated by boats. Here are three lazarettos. Three miles west of the port is the Mallora bank, a league long with at least ten feet depth, and at its south extremity a rock with a tower.

Rosignano, Cecina, on the river of the same name, and St. Vicenza, are small places north of Piombino. PIOMBINO promontory is a peninsula, having the gulf of Latruie or port Burrano on the north, and the bay of Piombino on the south; on the west shore of the latter is the little fortified town of PIOMBINO.

Castiglione is only worthy of notice from its magnificent aqueducts; in its vicinity is a large sea lagoon. Tallamone, between two little rivers, is a small place. Orbitello is on the lake of the same name, which is six leagues in circuit, but very shallow: it communicates with the sea by a channel, called Porto Stephano, and is celebrated for its eels, which it supplies to Rome and Naples throughout the year. It is bounded on the south by Mount Argentera, a high peninsular promontory.

Porto

Porto Hercole *(Portus Herculis Cossani)*, on the south side of Argentero, is a good harbour surrounded by very high land; the village is on a steep acclivity, and protected by a little fort.

Carneto on the Marta is insignificant. CIVITA VECCHIA (*Centum Cellæ*) has 9,000 inhabitants and some trade; its haven is formed by a mole raised on a bank before a little cove, leaving two channels, that on the east being fit for ships, and in the haven the depth is five or six fathoms. Here the naval force of the Pope, consisting of *half a dozen gallies*, were kept. Pala is the only place of any consideration between Civita Vecchia and the mouth of the Tiber. This river (*Tiberis*) has its source in the Appennines, and after receiving 142 streams in a course of 150 miles, empties itself among marshes formed by its alluvion. It has two principal branches formed by the *Isola Sagra:* the southern is named Fiumicino, or the Little River, and is the only one practicable, and only for very small craft; its mouth is enclosed between two piers, and is the port of Claudius, so pompously described by Juvenal in his twelfth satire; it is also supposed to be the spot where Æneas landed. On the left bank, three miles from the sea and five leagues below Rome, is Ostia, a ruined town, chiefly inhabited by galley slaves, who work in the salt-mines. On the Isola Sagra, whose formation is subsequent to the time of the ancient Romans, is only a single house and some fishing huts; large herds of buffaloes are pastured on it. The commercial objects that

State of the Church.

State of the Church.

Rome affords, consisting of artificial flowers, pomatum, gloves, and heretofore papal indulgences, are exported by Ostia.

Between the Tiber and Terracina the coast is strewed with the ruins of the villas of the ancient Romans, which in some places are now far in the sea, proving its encroachment on this part of the coast.

Capo d'Anzo, six or seven leagues south of the Tiber, is a rocky promontory; a mile east of it is Porto d'Anzo (*Antium*), the port of Nettuno, formed by a causeway and mole, which shelter it from all winds but between E. and N.E. The depth is thirteen feet, but it requires the constant labour of 150 galley slaves to keep it from being choked up. At the junction of the causeway and mole is a battery, and another on the mole head, which commands all the bay between Capo d'Anzo and Nettuno. This latter is a town of 2,000 inhabitants at the mouth of the Loracina; it is surrounded by a wall and parapet, with a ditch and towers on the land side.

Between Astura, a large handsome tower,* famous for the death of Cicero, and Cape Circello, the west point of the gulf of Gaeta, the Pontine marshes line the shore, and exhale pestilential vapours. On Cape Circello, which is a high rocky peninsular promontory, making like an

* There are many such towers on the coast of Italy, as protection against the corsairs. The tower of Astura was built by the Popes as a retreat in times of danger.

an island, and celebrated as the habitation of Circe, is the castle of St. Felix and three or four towers.

Terracina (*Anxur*) is only worthy notice for its Roman antiquities; it is built on the side of a mountain.

KINGDOM OF NAPLES.

Naples.

The west coast of the kingdom of Naples is indented by many gulfs, of which the most considerable are those of Gaeta, Naples, Salerno, Policastro, St. Euphemia, and Gioja. The gulf of Gaeta is limited by Cape Circello on the west, and by Cape Miseno and the island of Ischia on the east. Cape Circello is an elevated promontory with two points nearly six miles asunder, and on the east side is the little cove of St. Félicité, for small craft. The rivers Erivando, Garigliana (*Liris*), and Volturmus, empty themselves into the gulf; the chief places on which are Fondi, an ancient city two leagues east of Terracina, on a lagoon nine miles long, communicating with the sea and abounding in eels, but accessible only to boats. GAETA, a strong fortress on the rocky mountain promontory of Santa Trinidad, which is joined to the main by a narrow neck of land. In this great rock is an amazing cleft from top to bottom, and a large block of marble having fallen into the chasm, a chapel is built on it dedicated to the Holy Trinity. According to the popular

Naples. tradition and belief, the rock was thus separated at the moment that our Saviour gave up the ghost on the cross, when "the earth did quake and "the rocks rent." It was formerly a famous pilgrimage, and the chapel was enriched by the offerings of the pious seamen who sailed past the promontory. The road of Gaeta is well sheltered, except from S. to S.E., and it has a pier haven for small craft. Mola di Gaeta is a small town three miles east of Gaeta, and on the scite of the antient *Formia*.

Before the gulf of Gaeta are many small islands, *viz.* Palmarola, three miles long but very narrow; Ponza, four miles long and half a mile broad, surrounded by rocks, but having on the N.E. a sandy cove with good anchorage within a mole, where fresh water is abundant; Gianuti, Sennor, and Zannoni, islets N.E. of Ponza; Botti, a group of rocks east of the same island, and Ventotienne (*Pandataria*) famous for the exile of Julia, daughter of Augustus; it produces wine, fruits, and cotton; St. Stefano, farther to the S.E. These islands are entirely composed of volcanic matters, and the rocks of the same nature between them seem to indicate their having been anciently united.

The Gulf or Bay of Naples has for its limits Cape Miseno and the isle of Ischia on the west, and Cape Minerva, or Campanile (belfry) Point, (*Athenæum prom.*), on the east, the distance being six leagues. On Cape Minerva are the ruins of a superb temple of the goddess whose name it bears.

The

The bay is of a semicircular form, surrounded by an amphitheatre of mountains, and has twenty leagues of shore. The mountain of Pausilippo projects into it, and divides it into two unequal portions, the easternmost being much the largest; and the shores are besides indented with numerous coves, forming natural ports. Naples.

There is perhaps no portion of the globe that has been the subject of so many descriptions as the shores of the Bay of Naples, for none seems to have undergone the same vicissitudes. The picture of these shores, drawn by a modern French writer, being the most animated as well as the most correct we have seen, we shall make no apology for translating it.

"After a lapse of many centuries, the vestiges of the terrible subterraneous fires that convulsed these coasts are still visible. The lakes Acheron, Avernus, and others that border the sea, are incontestably the craters of ancient volcanoes, as well as the enormous cones reversed, which are every where seen on the shores, on the summits of the mountains, on their sides, and at their feet. The remembrance of the most antient convulsions were handed down by tradition, and being embellished by the poetic imagination of the Greeks, whose colonies were established on these shores, from them was formed the mythology of the infernal gods. The yawning fissures, several of which still shewed the existence of internal fires, by the smoke that issued from them, while others emitted pestilential vapours, were easily conceived to be the gates of

Naples. Tartarus, and the entrances to the realms of death. Temples were erected on their edges, at which the worshippers arrived by subterraneous passages, and hence the fables of the sybils, and the descents to the infernal regions.

"Nature having doubtless reposed herself for ages, the fertility of these countries was renewed, and men invited by this fertility, as well as by the serenity of the climate, crowded to their shores. The city of Cumes was founded in the middle of the Phlegrean plains, probably by a colony of Greeks. Other cities succeeded, and formed so many petty sovereignties, sometimes at war with each other, sometimes allied, until all were at last absorbed in the Roman empire.

"The Romans, masters of the known world, and enriched by the spoils of the east, thought only of enjoyment. Tired of the monotonous splendour of the capital, they sought in the country the charms of tranquillity united with luxury. But no part of Italy offered such natural advantages as the shores of the Bay of Naples; blessed with a genial climate, a serene sky, beautiful scenery, and possessing abundance of warm springs for the formation of baths, become necessary to the now effeminate Romans; these shores were gradually covered with villas and temples, and from Cape Miseno to Sorrentum seemed to the eye but one continued city. Within this extent were the towns of Misenum, Baia, Direachea or Puteolis (*Pozzuolo*), Neapolis (*Naples*), Herculaneum, Pompeia, Stabia, and Sorrentum, each of which had

had its theatre, amphitheatre, forum, and an incredible number of temples, whose ruins attest their magnificence. Naples.

"At length nature seemed fatigued with so much pomp and splendour. Frequent earthquakes first alarmed the voluptuous inhabitants, and were the precursors of a dreadful crisis. Vesuvius then presented the appearance of an ancient volcano, but nothing indicated that its fires were not entirely extinct; its sides were highly cultivated in their whole circumference, and its summit alone appeared arid and burnt. In the first year of the reign of Titus its fires burst forth suddenly; rivers of fluid lava and mud issued from it, as well as clouds of ashes and pummice stone, which overwhelmed all the east shores of the bay, and from Herculaneum to Stabia, a chain of hills, composed of these substances, occupied the place of fertile fields. These two towns, as well as Pompeia, disappeared, while the west shore suffered nothing, the lava stopping at Naples, which itself received but little damage.

"Though the terror inspired by this catastrophe, united probably to the insalubrity of the atmosphere it occasioned, caused such numbers to fly from the tract that had been spared, that Juvenal applies the epithet of *desert* to Cumes: nevertheless the nobles of Rome still passed a part of the year on these shores, nor do we know the epoch when they became uninhabitable, though we may suppose it with probability to have been during the ages of barbarism that succeeded the fall of the Roman

Naples. empire. The appearance of the shores and the ruins that cover them, from Cape Miseno to Pausilippo, attest the ravages of one or more convulsions posterior to the grand one in the reign of Titus. The mountains have been torn into fragments, the passages to the subterraneous temples filled up, and the temples themselves either destroyed or displaced, while it is also particularly evident, that the sea rushed with rapidity over the land, from which it is now again slowly retiring. The only convulsion, however, of which the date has been preserved, is that of 1538, in which the Lucrine Lake, so famous for its oysters, was greatly reduced, and a mountain rose in its place."

The present appearance of these celebrated shores now demands our notice. Between Cape Miseno and Pozzuolo, a sterile mountainous coast is offered to the view. Cape Miseno is a block of tufa, of considerable elevation, and was evidently a volcano, the crater of which may still be traced on the south, though nearly worn away by the action of the sea. The interior part of the mountain is pierced with immense caverns and subterraneous streets, supposed by Spallanzani to have been magazines for the Roman fleets, which rendezvoused in a port sheltered by the cape, the piers of which are still seen level with the water. The remains of the town of Misenum, situated on the cape, consist of a theatre and the ruins of some monuments. On the north of the cape is the lake Acheron, called the Mare Morta, which has a commu-

communication with the sea, and abounds with eels and barbels. Naples.

It would be impossible to discover the site of the voluptuous Baia, if it was not pointed out by the ruins of some grand buildings on the shore and under water, a considerable distance in the sea, three miles north of Cape Miseno. The vapours which exhale from the various craters, from the solfaterra, from the lakes and hot springs, and from the marshes formed by the waters, which anciently flowed in superb aqueducts, infect the atmosphere of these shores, and hence, between Cape Miseno and Pozzuolo there is scarce a habitation. The more healthy situation of the latter, on a point of land advancing into the sea, has drawn some inhabitants to it, and when past it the scene improves, the promontory of Pausilippo and the island of Nisida, like a rock of verdure, giving some animation to the landscape. Lake Avernus is surrounded by elevated grounds, and having, in some parts, a considerable depth, it might be made an excellent port, by cutting a communication with the sea, half an Italian mile in length. The poisonous qualities ascribed to its waters by the ancients no longer exist; for it now possesses fish in abundance, the birds fly over it, and men bathe in it with impunity. The Lucrine lake now covers three or four acres, and is distant from the sea about ten yards, a sluice forming the communication.

From Pausilippo a new world opens on the eye, the shore being thickly dotted with noble buildings,

Naples. ings, in the midst of beautiful plantations. Naples presents itself rising amphitheatrically on the side of a mountain;* and beyond it is a vast plain, rich in cultivation, and watered by the winding little river Sabeto. On the S.E. side of the bay, Vesuvius, with its double summit, constantly emitting smoke, starts up solitary from a plain, and is cultivated two-thirds of its height, its summit only being bare of vegetation: on its sides and at its foot are scattered towns, villages, and villas, built on the lavas of successive eruptions, which time has converted into the most fertile of soils. But while the eye rests with complacency on this smiling prospect, a sentiment of melancholy cannot fail to accompany the remembrance, that many fathoms deep lie buried the palaces and gardens of the ancient masters of the world. Portici, three miles east of Naples, is built over Herculaneum, which, as well as Pompeia, has been for many years exhuming, if we may use the expression; and the traveller, with a feeling of astonishment and veneration, walks in streets and enters houses which have laid buried for seventeen centuries. These overwhelmed cities are chiefly built of and paved with lava, and beneath their foundations are several alternate strata of this substance and of vegetable soil,

* Naples has from 360 to 380,000 inhabitants, and is defended by three castles and other fortifications. Its port, which is one of the most frequented of Italy, is formed by a mole, on the extremity of which is a light-house, and is capable of holding 500 sail in perfect security.

soil, in which the remains of plants are discovered; whence it seems highly probable that, long before the establishment of the people we call *ancients* on these coasts, nations absolutely unknown to them, as well as to us, inhabited this soil, and were driven from it by great physical convulsions. Naples.

The east and south shores of the bay rise perpendicularly in volcanic cliffs to a great height, immediately behind which are high mountains, clothed with verdure to their summits, and their sides agreeably dotted with villages. On this side are Castel-a-Mare, with a haven formed by a mole, where vessels of war are built; and Sorrento, the antient Surrentum, built on a peninsula overhanging the water, and one of the handsomest towns of the kingdom.

In the Bay of Naples are the islands of Ischia, Procida, Nisida, Capri, and some lesser ones. Ischia (*Pithecusa*) is two leagues distant from Cape Miseno; it is four leagues long, two broad, and six in circumference, and consists of one large and several lesser hills, all formed by the eruptions of a volcano it contained. It abounds in metallic substances, has many hot springs, and is fertile, producing wine, figs, oranges, pomegranites, chesnuts, aloes, &c. On the east side is the town well fortified, and having a good road defended by a citadel on an isolated rock, a quarter of a mile in circuit, and joined to the town by a bridge. There are also several villages on the island.

Procida

Naples. Procida (*Prochyta*) is between Ischia and Cape Miseno: it is six miles in circuit, and though only a level mass of tufa, is covered with vines, figs, and orange trees. Its coasts are indented with little circular coves, conjectured to have been craters: one of these coves on the south, forms a small port, defended by a castle. A short distance east of Procida is a shoal, called the Bank of Burnt Stones, elevated some feet above the sea, but over which the waves break in bad weather. In fine weather the fishermen dry their nets on it. Close to the S.W. point of Procida is the little Island Vivaro, with a watch-tower. On Ischia and Procida are many villas of the Neapolitan nobility.

Nisida is before a small cove near the west side of the promontory of Pausilippo: it is only one mile and a half in circuit, but has two small ports, Porto Pavona, so named from its resemblance to a peacock's tail, on the south, and the other on the north. In the latter ships bound to Naples from the Levant perform quarantine, the lazaretto being situated on a detached rock. East of Nisida are the islets Copino and Gajola, the latter thus named from its numerous small caverns.

Capri (*Capreæ*), celebrated as the retreat of Augustus, and the theatre of the infamous pleasures of Tiberius, is four miles long east and west, and one broad. The western half of it is a vast mass of rock of great height and inaccessible from the sea. The eastern end also rises in elevated precipices,

precipices, and between these two mountains is a little valley covered with fig-trees, almonds, oranges, olives, myrtles, and vines, presenting a singular and highly interesting contrast with the rocky precipices on each side. This island enjoys a perpetual spring, whence, as well as from its facility of defence, it was doubtless chosen by Tiberius as a retreat. It has several springs of good water, and about 1,500 inhabitants, who chiefly occupy a little town in the valley, and are free from taxes. The island is annually visited by vast flocks of quails in March, of which from twelve to 60,000, and even 160,000 have been taken in nets in one year and sold at Naples. Naples.

The Gulf of Salerno (*Posidoniate*) is limited on the west by Cape Minerva, and on the east by Cape Licosa: it receives the little river Sale (*Sileris*). On it are AMALFI, a town of 9,000 inhabitants, without a port, and its road exposed to south and S.W. SALERNO, at the head of the gulf, has 10,000 inhabitants, and also only a road for shipping: it has an annual fair. Vicenza, Agripoli, and Pesto (*Paestum*), are small places, on the east side of the gulf. Isle Longa and the Galli (*Cocks*) rocks, ancient *Sirens*, are east of Cape Minerva, one mile and a half from the shore; and south of Cape Licosa is Plana Island. Principality Citeriore.

Ascea, between the Gulf of Salerno and Cape Palinura, is insignificant. The Gulf of Policastro (*Laos*) has Cape Cirella on the south. It has good anchorage in all parts: the river Bato falls into

Naples. into it. Policastro (*Buxentum*), at the head of the gulf, is almost a ruin: its road is sheltered from all winds but south. The islands Dina and Mantinera are in this gulf.

Calabria. Mariata, Scalea on the Lao, Diamente, Cetraro, and Amantea, are small towns, between the gulfs of Policastro and St. Euphemia. The latter gulf is limited on the north by Cape Suvero, and on the south by Cape Vaticano; it affords no good anchorage, the depth being great and the bottom rocky. St. Euphemia, Pizzo, and Tropea, are small towns on the gulf.

The Gulf of Gioja, or Nicotera, has Cape Vaticana on the north and the Faro of Messina on the south. Nicotera and Gioja are small towns. Rosarno, on the Metauro, has 9,000 inhabitants.

Passing the Promontory of Scylla, which has been already noticed, the first place in the Gulf of Messina is Regio (*Rhegium*), on the side of a hill; though almost destroyed by the earthquake of 1783, it has recovered a part of its consideration, having considerable manufactories of spun silk, &c. Its gothic cathedral is worthy of notice. It has no port, and but indifferent anchorage close to the shore. In following the south coast of Calabria we meet Cape del Armi (*Leucopetra* or White), then Cape Spartivento (*Heracleum*), a low point and the S.E. extremity of Italy, doubling which we enter the Ionian Sea.

Ionian Sea. Cape Burzano (*Zephyrum*) is three or four leagues west of Spartivento, and the next remarkable point is Cape de Stilo (*Cocintum*), the south

south point of the Gulf of Squillace : midway between is Gerace. Squillace (*Scyllacium*), finely situated on the Favelona, a league from the sea, was almost destroyed by the earthquake of 1783. Catanzaro, on the same gulf, has 10,000 inhabitants, and latterly has been the port by which the cottons of the Levant have been introduced into Italy and France. Cape Rizzuto, the ancient *Jyapigum tria*, is the north point of the Gulf of Squillace (*Scyllacius*); to which succeeds Cape Colonna (*Lycinium*), which has its name from the ruined columns of a temple of *Juno Lycinia*: it is a low point, with a light-house. Crotona, north of this cape, celebrated as the school of the Pythagorean philosophy, is a wretched town of 5,000 inhabitants, in an unhealthy situation; its port, which has been long constructing, is still unfinished. The river Neto (*Néæthos*) farther north, separates the two Calabrias. Naples. Ionian Sea.

The Cape del Alice (*Crimisa*) is the south point of the Gulf of Tarenta. This gulf receives several celebrated rivers of antiquity : such are the Cratis and Sybaris, whose names are little altered, and between which was Sybaris, so famous for the effeminate voluptuousness of its inhabitants. Rossano (*Roscianum*), and Bassiento, on the Bradano, are of little consequence. Calabria. Citerieur.

Tarenta (*Tarentum*), in the N.W. angle of the gulf, was once the rival of Rome, and had an excellent port at the mouth of a river, but which becoming choked up from neglect, commerce deserted it. It has however 18,000 inhabitants, and still Terre d'Otranto.

Naples. Terre d'Otranto. still derives some consideration from its fisheries; before it are the islands of St. Peter and St. Paul. Gallipoli *(Callipolis)*, on the north shore of the gulf, three leagues west of Cape St. Maria di Leuca *(Japygiam)*, the north point of the gulf, is situated on an island joined to the main by a bridge, and has a small port, within the island of St. Andrew: it has 8,000 inhabitants, and exports considerable quantities of oil and cotton.

Adriatic. Passing Cape de Leuca we enter the channel of Otranto, which leads into the Adriatic, and meet in succession with Cape Otranto, the east point of Italy, off which five miles is a reef of breakers, with a passage for small craft only within it. Otranto *(Hydruntum)* is a small town with a rampart, shewing twenty guns towards the sea, besides a castle which commands the haven: the latter is fit for vessels of 150 tons. It has some trade with the Levant.

Brindisi *(Brundusium)*, celebrated in antiquity, is now a town of 9,000 inhabitants, with a castle on an islet; it had formerly a good haven, but which was destroyed by the Venetians. Ostuni, a mile from the sea on a high mountain, has 4,000 Terre de Bari. inhabitants, and a fort with seven guns. Manopoli 10,000 inhabitants, on an eminence surrounded by a wall, and defended by a castle presenting twenty to thirty guns towards the sea. Nola, a large village with a castle on a point of the shore.

Bari, a city of 30,000 inhabitants, situated among marshes and fortified towards the sea; the steeple of its cathedral is 263 feet high: it has a pier

pier haven for small craft, and exports oil, wine, and soap. Molietta and Bisceglia *(Vigiliæ)* are little towns of no note, but agreeably situated. Trani had formerly a good port, but which is now choked up; it is a handsome little town. Barletta shews eight guns towards the sea; it has a pier haven, and exports wine and oil. Adriatic.

The Gulf of Manfredonia is formed on the north by the great promontory of Mount St. Angelo *(Garganum)*. It receives several rivers of ancient celebrity, but has no place of note except MANFREDONIA *(Sepontum)* on the north shore, which has 16,000 inhabitants, and a good port for small vessels defended by a castle. It exports a considerable quantity of salt made in the sea lagoon of Salpe to the south. Capitanate.

Rodi, on the extremity of the promontory of Mount St. Angelo, is a small open town, romantically situated on the brow of a high rock projecting over the sea; it has no port, but exports a little oil and soap. Near the coast N.W. of Mount St. Angelo are the islands of St. Eugenia, Raga and Cuchiari, and the sea lagoons of Varano and Lesina, in which salt is made; to which succeed the little towns of Civita-a-Mare, Campo-Marino, Termoli, and others of little consequence.

Ortona-a-Mare, Francoville, Pescara, on the river of the same name *(Aternus)*, Atri on the Vomano, and Giulia Nova, are all insignificant places. The river Tronto *(Truentus)* separates the kingdom of Naples from the papal dominions, on the Adriatic. Abruzzo.

Adriatic. Abruzzo.

Off the coast of Abruzzo, and N.W. of the promontory of Mount St. Angelo, are the Tremiti islands (*Diomedea*), four in number: St. Nicola (*Tremiti*) the southern, Capraria the eastern, St. Domino (*Trentania*) the western, and Plana or Gretaria, a little islet between St. Nicola and St. Domino.

The isle Pianosa is east of the Tremiti.

Territory of the Church.

The territory of the Church, on the Adriatic, extends from the Tronto to the Ferrara branch of the Po, which separates it from the Venetian territory.* The coast affords few objects to include in a general view, having neither bays nor headlands worthy of notice. The sea lagoon of Commachio, south of the Po, is forty leagues in circuit, and is celebrated for its eels (*Muræna Romana*) which are sent to all parts of Italy; it is divided, for the convenience of fishing, into forty compartments, each having a direct communication with the sea. The rivers which descend from the Appenines are of no modern note.

Repatransone, Peduso, Porto Lapido, and Porto Fermano, are small towns on the shore; the latter is on an eminence, with an indifferent fort. Loretto, a celebrated place on a hill three miles from the sea, has 6,000 inhabitants. Here is the Santa

* In 1797 the territory of the church on the Adriatic, and of Venice, were formed into the Cisalpine Republic, which afterwards took the name of the Italian Republic, and in 1805 were, together with other Italian states, erected into the kingdom of Italy.

Adriatic. Territory of the Church.

Santa Casa, or holy house of the Virgin, believed by good Catholics to have been transported by angels from Nazareth to Dalmatia, and from thence to Loretto. The treasures collected in this chapel, the offerings of pilgrims and devotees, were formerly immense, but it is supposed that the gold and precious stones had long since been replaced by less precious substitutes; they were however removed on the invasion of the French to Rome, the image of the Virgin alone remaining, which Buonaparte carried off with him, but afterwards restored.

Ancona is an ancient town of 20,000 inhabitants on the side of a hill, on whose summit is a strong citadel; being a free port, it had formerly almost the whole trade of the papal dominions. Its port is formed by a mole 2,000 feet long, 100 broad, and sixty-eight high, on whose point is a battery and light-house, and near it a triumphal arch of white marble, erected to Trajan, and considered as the most perfect remains of Roman magnificence existing. Ancona has a lazaretto, and the quarantine laws are very strict, no vessel with a foul bill of health being permitted to enter the papal ports.

Sinigaglia, named from its founders *Gallii Senones*, is a town of 12,000 inhabitants on the Misa, which receives small craft, but large vessels lay outside in a pier haven. It has an annual fair, frequented by the Greeks of the Archipelago, who exchange their honey, wax, tar, &c. for hemp, wheat, silk, &c.

Adriatic. Territory of the Church.

Fano (*Fanum Fortunæ*), a small town celebrated for the defeat of Asdrubal by the Romans; the port is formed by a branch of the *Metaurus*, whose main branch is near a league south of the town, and almost dries in summer. There are numerous antiquities in the neighbourhood. Pesaro (*Pisaurum*) on the Foglia, an ancient town of 12,000 inhabitants, is celebrated for its figs. La Catholica, a village on the summit of a hill, has its name from having afforded an asylum to the orthodox prelates who separated from the Arians at the council of Rimini.

Rimini (*Arminium*), on the Marechia, has 14,000 inhabitants, many handsome buildings and Roman antiquities. Its port at the mouth of the river is lined with white marble, but is now so filled up as only to receive fishing boats, and its road is open to the N. and N.E. Cassenatica has a good port. Cervia Nuova has large salt-works. Porto Candiano a small town. North of Rimini the Fuimicino, the celebrated *Rubicon*, empties itself; it is little better than a rivulet, but vessels of nine feet enter its mouth.*

Ravenna, now a league from the sea, had formerly a good port and considerable trade. It is now a poor place, only interesting from possessing the tomb of Dante.

Commachio, on the lagoon of that name, among unhealthy marshes, has 6,000 inhabitants and considerable salt-works.

The

* It has the name of Piastella towards its head, and takes that of Fuimicino near the sea.

Adriatic.

Territory of Venice.

The Territory of Venice extends from the north branch of the Po to the Gulf of Trieste. The greater part of this extent of coast is composed of low marshy islands, formed by the Po and other rivers. The Po (*Padus* and *Eridanus*) has its source in the Grisons Alps, and after a course of 250 miles, empties itself by several branches amongst islands and lagoons. The southern branch, whose mouth is south of the Lake Commachio, is called Po Primeiro: Po de Ferrara is north of the same lake. The branch called Po Fiume for distinction, or Grand Po, has two mouths; the northern, named Bocca de Bayona, or Tramentana. Most of the branches of this river are navigable for small vessels. The current is very strong, and the river did formerly great damage by inundations; to prevent which strong dikes were raised, and its bed has in consequence become so elevated that the level of its waters are several feet above the country. The other principal rivers are the Tartaro, the Adige, which also rises in the Tyrol Alps, and has a course of 200 miles, the Brenta, which falls into the lagoons of Venice, the Piave, and the Tagliamento.

Porto de Brondolo is at the mouth of the Adige on an island; Chiozza, also on an island, has consirable salt-works; Pola and Parenza are small towns south of Venice.

Venice is built on upwards of sixty little islands or banks, consolidated by piles, and intersected in every direction by canals, which serve the purposes

Adriatic. Territory of Venice.

of streets; and the gondolas* are substitutes for hackney coaches. These canals are crossed by upwards of 500 bridges, many of stone, and in summer become very offensive from their stagnation. Though the city has many good wells, the greater part of its population depends for water on the main land, boats continually crossing the lagoon, which is five miles in length, for this purpose. The population is estimated at 180,000 to 200,000 souls. The Church of St. Mark is one of the most superb in Europe, being entirely incrusted with marbles, jasper and porphyry.

Venice was founded by the Veneti from the neighbouring continent in the fifth century, and arrived, by a progressive improvement, to be the first commercial and naval power in the world; which superiority it retained, till the discovery of the Cape of Good Hope deprived it of the commerce of India.

The following description of the arsenal of Venice, and of the marriage of the Adriatic, given by a traveller of the middle of the seventeeth century, may amuse our readers,

" The arsenal of Venice passes for one of the finest and largest of Europe, though the rooms are

* The gondola is a boat of considerable length, the after part rising several feet out of the water, where, in the small ones, a single man stands and sculls the boat along; in the middle is a place covered with black velvet, which resembles a hearse, where the passengers sit: the sumptuary laws also oblige the gondolas of the natives to be painted black only, so that they make a dismal appearance.

are much emptied, by reason of this war with the Turks. In other great rooms I saw huge heaps of cannon bullets of all sizes, with some ensigns won over the Turks. Then mounting up into the chambers above, I saw in two vast rooms, arms for fifty thousand men. In another, arms for twelve gallies; in another, arms for fifty gallies. Here also I saw the suit of armour of Scanderbeg; that of the Doge Zani; the lantern of Don John of Austria's ship in the battle of Lepanto; the lantern of a Turkish galley; the armour of Benjamante Theopoli, and his complices, with one arm only; some arms taken from the Turks in the battle of Lepanto; other arms taken from the Genuesi;* a great cross-bow, shooting vast arrows of iron, above five quarters long—an invention of great use before guns were found out; a cannon bullet with four long irons, like the tops of halberts, which shut up close into it when they put it into the cannon, but open again of themselves as soon as the bullet is out of the cannon's mouth, and so spreading into four parts, cut all they meet with strange fury; a dangerous invention in sea battles, to spoil cordage and tackling. Here also they shew us the description of the town and fort of Clissa, and how it was taken by the Venetians some twenty years ago.† Then descending from thence, we went to see the places where they make new gallies and mend old

Adriatic. Territory of Venice.

* Genoese. † In 1684.

Adriatic Sea. Territory of Venice.

ones. There I found a vast square court three hundred paces broad in every square, and full of vast penthouses, capable of holding in them gallies of fifty paces long a-piece. In the midst of this court is a vast square pond of water, let in from the sea, where the new are tried; and the old ones are let into the arsenal to be mended and rigged anew. Here I saw a world of gallies, and a world of men working about them most busily. There were heretofore divers of these great courts full of gallies, but now they are much exhausted; the gallies being abroad in war. Hence it is observed that this arsenal, before these wars, could arm two hundred gallies, and two hundred thousand men. Here it was that they made a galley and set her out at sea while Henry the III. dined here in the arsenal; which made that king say then, that he would give three of the best towns in France (except his parliament towns) for such an arsenal. Indeed the arsenals of Paris, Genoa, Zurick, Naples and Geneva seemed to me to be little gunsmiths' shops in comparison of this. They were then making here two new galleasses (when I was last here) of vast bulk and expenses. In fine, I saw here the old bucentoro, and presently after the new bucentoro: this last is the galley of state, of the Doge, when he goeth forth upon the Ascension-day, accompanied with the senate, to espouse the sea, as they call it here. This is a noble galley, all gilt without, and wainscotted round about the deck, with gilt seats; there runs a partition of wood

wood quite along the deck of the galley, with seats on both sides, and with a low open roof of wood to let in air, and yet keep off the sun; and all this is gilt and painted, and capable of five hundred senators, who, in their scarlet robes, wait upon the Doge that day. The Doge sits in the puppe, in a chair of state, with the Pope's Nuncio on one hand of him, and the patriarch of Venice on the other, and a place for music behind them. The slaves are all under hatches. Adriatic. Territory of Venice.

"I happened to be at Venice thrice at the great sea triumph, or feast of the Ascension, which was performed thus: About our eight in the morning, the senators in their scarlet robes meet at the Doge's palace, and there taking him up, they walk him processionally unto the shore, where the bucentoro lies waiting them; the Pope's Nuncio being upon his right-hand, and the Patriarch of Venice on his left; then ascending into the bucentoro, by a handsome bridge thrown out to shore, the Doge takes his place, and the senators sit round about the galley as they can, to the number of two or three hundred. The senate being placed, the anchor is weighed, and the slaves, being warned by the captain's whistle and the sound of trumpets, begin to strike all at once with their oars, and to make the bucentoro march as gravely upon the water as if she also went upon cioppini. Thus they steer for two miles upon the laguna, while the music plays, and sings epithalamiums all the way long, and makes Neptune jealous to hear Hymen called up in his dominions. Round

Round about the bucentore flock a world of piottas and gondolas, richly covered over head with sumptuous canopies of silk and rich stuffs, and rowed by watermen in rich liveries, as well as the trumpeters. Thus foreign ambassadors, divers noblemen of the country, and strangers of condition, wait upon the Doge's galley all the way along, both coming and going. At last, the Doge being arrived at the appointed place, throws a ring into the sea, without any other ceremony than by saying: "*Desponsamus te, mare, in signum perpetui dominii*"—We espouse thee, O sea, in testimony of our perpetual dominion over thee:—and so returns to the church of St. Nicholas, in Lio (an island hard by), where he assists at high mass with senate. This being done, he returns home again in the same state, and invites those that accompanied him in his galley to dinner in his palace—the preparatives of which dinner we saw before the Doge was got home. This ceremony of marrying the sea, as they call it, is ancient, and performed yearly in memory of the grant of Pope Alexander III., who being restored by the Venetians unto his seat again, granted them power over the Adriatic Sea, as a man hath power over his wife; and the Venetians to keep this possession, make every year this watery cavalcata. I confess the sight is stately, and a poet would presently conceive that Neptune himself were going to be married to some Nereide."

The Venetians from the first building of their city addicted themselves to navigation. In 1202,

Adriatic.
Territory of Venice.

230 of their vessels, some in dimensions nearly equal to our sixty gun ships, were hired to transport one of the armies of the cross, composed of 40,000 men and 5,000 horse. In 1414 the republic had 14,000 vessels, from ten to 200 tons, besides 300 large ships and forty-five galleys; in which were employed 36,000 seamen. In modern times the Venetian ships of war were commanded by nobles, few of whom were educated to the sea; but the second in command, named capitano, was usually a seaman, and navigated the ship. The French, when they evacuated Venice, destroyed eight ships of the line on the stocks, several frigates, and a number of galleys, galleasses and galliots.(C)

Caorlo, on an island at the mouth of the Limene, and Marano, among unhealthy marshes of the Timao, are insignificant. Grado, a small fortified town, on the island of the same name, separated from the main by a narrow channel that nearly dries at low water:* its church steeple is seen before the land.

The ruins of Aquilea, consisting of some fragments of walls and a tower, are seen in the main near Grado.

* The tide is more perceptible at the head of the Adriatic than in any other part of the Mediterranean, rising, with the wind from the south, five and six feet.

ITALIAN ISLANDS.

Corsica. Corsica (*Cyrnus*) is fifty leagues long and fifteen medium breadth. It is crossed by two chains of mountains, running north and south, east and west, which give it the figure of a vast pyramid, whose summit is Mount Rotundo, 8,694 feet above the level of the sea. These mountains are either pure granite or mixed, calcareous with serpentine, imperfect granite, &c.; they contain silver, iron, copper, lead, porphyry, jasper, statuary marble, allum, talc, asbestos, and saltpetre, and are covered to their summits with forests of oak, beach, fir, and cedars. On the summit of Mount Rotundo is a lake, encased in a basin of granite; and the island has two other lakes nearly in its centre, from which issue the two principal rivers, the Golo and Tavignano, both of which empty themselves on the east coast: the Golo, after a course of twenty leagues, near the ruins of Mariana, and the Tavignano near the ruins of the ancient city of Aleria. The Liamone, the next considerable river, empties itself on the west coast, into the gulf of Sagona. A vast number of other rivers and rivulets find their way to the sea, and, as well as the lakes, abound with fish.

The island has several lagoons formed by the penetration of the sea into the low lands bordering the coast. The principal is that of Diana, in the territory of Aleria, on the east, and which is supposed

supposed to have formed the port of the city of Aleria. This lagoon abounds in fish and fine oysters. In it are two small islands, with wild deer and hogs. On the east coast are several other lagoons of the same nature, all of which afford salt by natural evaporation. Corsica.

The climate is in general salubrious, though some particular parts are reckoned unhealthy. The variations of the thermometer at Bastia are between the freezing point and ninety-five. A very small portion of the island is cultivated, though the soil is very fertile. Wheat, rye, and barley are produced in sufficient quantity to afford an object of export, but no oats. The other objects of cultivation are olives, vines, and flax: bees also are a branch of general rural economy; the honey is not esteemed, but the wax is excellent. All the fruits of the Mediterranean are found here, and chesnut trees afford a considerable object of export. The other exports are wine, oil, and coral, fished in the gulf of Ajaccio.

The horses of Corsica are of the Sardinian breed: the horned cattle are not numerous, from the scarcity of pasture and from oil being substituted for butter. Sheep are numerous and their flesh excellent: most of them have horns, and some as many as six. The Muffoli is a wild sheep, covered with hair, and is said to engender with the domestic sheep. The other wild animals are deer, hogs and hares, but no rabbits. Plumed game is also abundant. The island has few venomous reptiles.

Corsica

Corsica. Corsica is but thinly peopled, in 1802 counting only 166,000 souls. The Corsicans are very differently painted by travellers, both ancient and modern: according to some they are turbulent and ferocious; according to others compassionate and hospitable. It seems, however, that like other unimproved people, their virtues and vices proceed from their moral situation. They are without industry, devoid of probity, superstitious and revengeful in a high degree; while, on the other hand, they are sober, intrepid, sagacious and hospitable.

The island forms two departments of France, named after the rivers Golo and Liamone.

East Coast. The east coast of the island presents a comparatively strait line, while the west is deeply indented by numerous gulfs. Cape Corsica (*Sacrum*), the north point, is a large rocky promontory, on which are several villages that make the best wine of the island. Four leagues south of the cape is Punta de Sagra, with a good road on each side.

Bastia, the chief place of the island, contains 11,000 inhabitants: it is situated on the side of a hill, and divided into the old and new towns. Its fortifications are a rampart flanked with bastions. Its haven, formed by a mole, is only fit for small vessels.

Porto Vecchio, a winding gulf on the S.E., is one of the best harbours of the Mediterranean. The town and fortress at its head are on a high rock, of difficult access. The works are four batteries, but commanded by some hills: large vessels

vessels can but barely approach within gun-shot. Being very unhealthy in summer, it is in that season abandoned by the greater part of the inhabitants, who only amount to 2,500. The south point of the gulf is Cape Sigli, or Chiappa; south of which are several islands, usually called the Cape Islands, which are foul all round. Between Porto Vecchia and Cape Bianca, the south point of the island, the coast has many little coves, and some islands, the most conspicuous of which is Toro (*the Bull*). Corsica.

Bonifacio, on a gulf west of Cape Bianca, (the ancient *Portus Syracusanus*), contains 3,000 inhabitants, and is situated on an almost inaccessible promontory, joined to the main by a narrow neck. Its port is a mile long, deep and well sheltered. To Bonifacio, on the south coast, succeed the Gulf of Ventilegre; Porto Figari, north of which is a group of islands and rocks called the Monks; Porto Tessano, Gulf of Valinco, or of Campo Moro, has several good ports. South of it are the isles Senetoza. South Coast. West Coast.

Ajaccio, at the head of the gulf of the same name, and on a point of land, has 6,000 inhabitants. It is the best built town of the island, and had formerly a wall on the land side, but destroyed. At the north extremity of the gulf are the Sangonara islands, eight in number, which considerably shelter the gulf in that direction.

North of Ajaccio are Port Provençal and the Gulf of Sagona, which last forms a good port at its head, where, two miles from the shore and on the

Corsica. the banks of a little river, are the ruins of the ancient *Sagona*. Further north are the gulfs of Porto and Girolatta.

CALVI (*Litus Cesiri*), on the south shore of the gulf of the same name, is built on an elevation, nearly surrounded by the sea: it has a strong wall, flanked by bastions, but is commanded by the hill of Mozella. Its port only receives small craft.

Algaiola, north of Calvi, a small walled town and citadel. Rossa, a small town, with a haven for merchant vessels, from whence is exported the greatest part of the produce of the N.W. side of the island. St. Fiorenzo, or St. Florent, is a town of 1,500 inhabitants, among unhealthy marshes, at the head of a deep gulf, three leagues long and two wide.

Corsica, after being successively occupied by the Carthaginians, Romans, Vandals, Goths, Lombards, and Saracens, fell under the dominion of the Franks in the eighth century, and in the eleventh the Pope, whose predecessors had declared themselves sovereigns of the island, sold it to the Pisans, and afterwards gave it to the kings of Arragon, from whom it came under the yoke of Genoa.

Between 1730 and 1736 the Corsicans made an attempt at independence, and elected as their king Theodore de Neuhoff, a German adventurer of noble birth: they were, however, restored to the dominion of Genoa, by the interference of France. In 1755 they again declared their independence as a republic, at the head of which they placed

placed the celebrated Paoli. The Genoese again called in the aid of the French, and shortly after ceded the island to them; and a decisive victory over the Corsicans left the island under the quiet subjection of France. In 1792 Paoli, who had sought refuge in England, returned to Corsica, where the principles of the French revolution were about to create a civil war. Paoli, at the head of the aristocrats, solicited the aid of the English to drive out the French; and, after some fighting, the island was taken possession of by our troops. The crown was now offered to England by a *consulta* of the nation, and accepted, a viceroy being appointed from Great Britain. The title of *king of Corsica*, however, did not long swell those of the monarch of Great Britain: the viceroy disagreed with Paoli, and neglected to conciliate the Corsicans, who, dazzled by the victories of their countryman, Buonaparte, again offered themselves to France; and the British government, not deeming it for the national interest to keep the island by force, ordered it to be evacuated.

Corsica.

ELBA (*Ilva*), the place of exile of Buonaparte, is separated from the peninsula of Piombino by the channel which has the latter name, four leagues broad, in which are the little islands Palmajola and Palmenora (great and little Palma), on each of which is a light-house. The channel of Corsica separates Elba from Corsica. Elba was formerly attached to the principality of Piombino,

Elba.

Elba. the kings of Sardinia and Naples having the right of garrisoning the chief towns. In 1801 that of the former was ceded to the infant of Spain, duke of Parma, and that of Naples to France, to which empire it was afterwards united, and, with the islands Palmajola and Palmenora, Capraja, and Monte Christo, formed a department.

Elba is of a triangular shape, seven leagues long and four broad; its surface is diversified by elevated hills and extensive plains. It is extremely rich in minerals, its iron mines affording a metal equal to that of Sweden; besides which it abounds in marbles, slate, asbestos, granite, sulphur, vitriol, fossil salt, and loadstone, which is said to affect the compasses of vessels near the island. It also possesses gold, silver, copper, tin, and lead. It has several rivulets, which find their way to the sea, of which the principal, named for pre-eminence *el Rio*, the river, runs through the iron mines, and is remarkable for having most water at the summer solstice.

The climate of Elba is more temperate than the opposite coast of Tuscany, from the influence of the sea breezes, and the island produces vegetables, which do not succeed on the continent. The chief productions are wines, of the same quality as those of Spain, olives, a great quantity of figs, Indian corn, peas, beans, and a little wheat. The most common trees are the cork, evergreen oak, orange and lemon, and all the fruit trees of France, except the apple.

The population of the island is 12,000; it has

two

two towns and nine villages. Being formerly greatly infested by the Barbary pirates, it had little external commerce, exporting only some iron, salt, fruits, and tunny fish. Elba.

Porto Ferrajo, on the north coast, is the chief place, and is situated on a semicircular peninsular mountain, the convex side of which, facing the south, forms an excellent port with three to four fathoms; the road is also secure. The streets are a kind of terraces cut in the rock, the population 5,000, and it is strongly fortified, and protected by a citadel. Near the town, on the summit of a rock, is the tower of Voltoraia, so strongly situated that it can only be reduced by famine.

Porto Longone, the second town, is at the east end of the island, and has its name from its long narrow shape. The town is divided into upper and lower; the former, which is a kind of a citadel, occupies the summit of a hill, and is equally strong by nature and art. The entrance of the port is protected by a battery on a tongue of land.

On the N.W. side of the island is the Gulf of Procchio, separated from Porto Ferrajo by the peninsula that encloses the latter. The chief points the island are Cape Stella, S.E.; St. Rouca, S.W.; St. Andre, N.W.; Nitta, north: off the latter is the island Brasuolo.

The island Capraja, or Cabrera, (*Ægilon*) belonging to Genoa, is east from Cape Corsica, and nearly midway between it and the coast of Tuscany. It is five leagues in circuit, very mountainous, and surrounded by rocks. It has 1,500

Ans.

into the Gulf of Oristano on the west coast, and the latter on the S.E. coast. There is said to be an inland navigable communication between Cagliari and Oristano, principally by the river Mariel, which empties itself into the Gulf of Cagliari. Sardinia.

The soil in the vallies is fertile, producing wheat and barley, and all the fruit trees of Europe, besides oranges, lemons, jujubes, grapes, palms, caroubs, lentisk (*cistus ladanum*), tobacco, &c. The horse is here met with in a wild state: it is small, well made, and very active. The asses are strong; the mules few; the hogs excellent, being fed on chesnuts. The wild quadrupeds are small deer, abundance of wild hogs: the muffoli, or wild sheep, inhabits the most solitary parts of the mountains. The island of Assinara has numbers of land turtle, and sea turtle are taken on the coasts as well as tunny fish, but both anchovies and sardines are scarce.

The small bustard and wild-ducks abound. The climate is in general healthy, except in the vicinity of the morasses, which cause putrid fevers. The population is about half a million, and the revenues do not exceed £80,000. Surrounded by people highly civilized, the Sardes are still in a state of surprising barbarity. In the country the men are cloathed in goat-skins, one before and another behind, without breeches, shoes, or stockings, and a woollen or skin cap on the head. The women have no other habiliment than a long woollen gown and a woollen cap. The peasants always go armed to defend themselves from one

Sardinia. another, for they are all robbers and assassins, so that travelling in the interior is extremely unsafe without an escort; and it is even dangerous for ships to send their people on shore for water unless they are well armed. In short, the Sardes are the Malays of the Mediterranean. They are, however, strongly attached to their king and country. The barbarism of the peasantry is strongly contrasted by the pomp and outward shew of the citizens of the capital, all of whom, mechanics not excepted, strut about with bag-wig, sword, and *chapeau bras*; and even in this costume it is common to be solicited for charity.

The coasts are indented by numerous gulfs and lined with islets and rocks. The principal headlands are, Cape Comino, the east point and north limit of the Gulf of Orosei. Cape Carbonera, the S.E. point and east limit of the Gulf of Cagliari: off it is the rocky island Cortellazzo (*Ficaria*), the west point of which is foul, but there is a good road on its N.W: on it is a castle, and N.E. of it are two small islands, with a watch-tower on each, the outermost is named Serpentaria. Cape Pola, the west point of the Gulf of Cagliari, is a low rocky point with a watch-tower, and off it two rocky islets. Cape Tavolara, or Teulado, is the S.W. point of the island, and east point of the Gulf of Palma. Cape de Napoli, or la Frasca, the south point of the Gulf of Oristano, on the middle of the west coast. Cape della Cacia (*Nymphæus*) on the N.W. Cape Falcon (*Gorditatum*) is the N.W. point of the island.

The

The chief gulfs are Terra-Nova on the N.E., the north point of which is Cape Figueri; Porto Cavallo within the islands Tavolaro, and others. The Gulf of Orosei, between Cape Comino and Monte Santo; the Bay of Oliastro, south of Cape Monte Santo, and of which Cape Bellevue is the south point. Sardinia. East Coast.

The Gulf of Cagliari, on the S.E., at the head of which is CAGLIARI (*Caleris*), the capital of the island, containing 25,000 inhabitants. Its port is formed by two moles, and receives vessels of twelve feet. The Gulf of Rosso has Capé Tavolaro for its west point: near its head is the Isle Rossa, tolerably large, flat, and very rocky, within which is good anchorage before a river. South Coast.

The Gulf of Palma, at the S.W. extremity of the island, is formed by the main land on the east, and by the island Antiocha, also called St. Jago and Palma de Sal (*Plumbaria*) on the west, which is three leagues long and one broad. In the entrance of the gulf are two great rocks, named the Bull and Cow. A league N.W. of Antiocha, and three leagues from the main, is the island San Pietro (*Accepitrum*), rocky, barren, and surrounded by islets, with fort St. Carlos on its east side. West Coast.

The Gulf of Oristano on the middle of the west coast. Porto Conta on the N.W. is a good harbour whose entrance is protected by two towers; that on the right on an elevation seventy feet high, and so perpendicular that the ascent is by a rope ladder. There is good anchorage throughout the

Sardinia. port, except near the town, where are some rocks level with the sea. At the head of the port is a spring of brackish water.

North Coast. The north coast of the island curves greatly inward, forming a large gulf between the island Asinara on the N.W. and Cape Scardo, the north point of Sardinia. The island Asinara (*Herculis*) is separated from Cape Falcon by a channel with but two fathoms, and in it is the little island Piana. Asinara is very irregular, but three leagues in its greatest length. On its east side is Porto Trabuco, well sheltered, and with good anchorage in six and eight fathoms.

Sassari, the second town of the island, is on the river Fiuminargia, four leagues from the sea. Its port, named Torres, is at the mouth of the river, secured by two moles.

Off the N.E. end of Sardinia are the isles Madelaine (*Hermæa*), between which and the main is an excellent road for the largest ships. On the largest island is a village and several forts, and here beef, wine, and vegetables may be procured for a fleet, and water from a considerable river on the main.

Sardinia, as well as Corsica, passed under the dominion of successive masters, until it came under that of the Saracens, in the seventh century, who were driven from it by the Pisans and Genoese, and the Genoese were dispossessed of it by the King of Arragon in 1330. It remained with Spain until 1708, when it was taken by the English for the Emperor of Germany, who in 1720 ceded

ceded it, with the title of Kingdom, to the House of Savoy, in lieu of Sicily.

Sicily, named by the ancients *Trinacia* and *Thrinacria*, from its triangular shape, is the most considerable, as well as the most valuable of the islands of the Mediterranean. Both the ancients and moderns have supposed, that it was separated from the Continent by an earthquake, the Strait of Messina, between it and Calabria, being only a mile in breadth, from Cape Faro, in Sicily, to Cape Volpe, in Calabria, but widens as it proceeds, and at Messina, four leagues from Cape Faro, is four miles. On this latter Cape, the ancient *Pelorum*, is a light-house, or Pharos, whence its modern name, and whence also the Strait is called by seamen the Faro of Messina. Sicily. Coasts.

Sicily is throughout intersected by ridges of hills, but none of any considerable height, except Mount Etna, one of the most celebrated volcanoes of Europe, whose elevation is 10,963 feet, and Mount Eryx, on the N.W., which, like Etna, is isolated, and was anciently celebrated for a temple of Venus Erycina. The climate approaches to that of the tropics, the only appearance of winter being towards the summit of Etna, which retains the snow throughout the year, and supplies a valuable object of commerce. The natural fertility of the island, which formerly acquired it the name of the Granary of Rome, remains undiminished, but the sloth of the present inhabitants scarcely draws from the soil more than sufficient for

Sic'y. Coasts. for their own nourishment. In the mineral kingdom it possesses gold, silver, lead, copper, antimony, and sulphur.

The principal promontories, most of which, as well as its rivers, are celebrated by the ancient poets, are Cape Faro (already noticed), the N.E. point. Cape Passaro (*Pachynum*), the south point, on an island, half a league from the main, and a mile in circuit, surrounded by rocks: on it is a fortified tower and light-house. On the south coast from the east are Cape Scalambri, Cape St. Marco, and Cape Sorello. Cape Boeo (*Lylibeum*), at the west end, is a low promontory, north of which is the island San Pantaleo (*Motya*). On the north coast are Cape St. Vito, the west point of the Gulf of Castel-a-Mare, Cape Orlando, Cape Biancho, and others.

Rivers. The north coast being bounded by mountains (*Nebrodes Mons*) has but few streams that deserve the name of rivers. Those of the east and south are more considerable. Amongst the former are the Alcantara (*Onobala*), south of Taormina, the Giaretta (*Symæthus*), south of Catania, the largest of the island, and the Atellaro, north of Cape Passaro. On the south coast the rivers are the Salso (*Himera*), which empties itself at Alicata, the Platani (*Camicus*), and the Belici (*Hypsa*).

East Coast. Messina (*Messana*), from its ancient splendour, as well as from being formerly the residence of the viceroy for six months of the year, disputes the honour of being the capital: it is situated near the north

north extremity of the east coast. The ravages of the plague in 1743, and other causes, have greatly reduced its population, which at present does not exceed 25,000, though it has an extent to contain five times that number. Its port is entirely natural and one of the best in Europe, being formed by a semicircular peninsula on the S.E., five miles in circuit, with an entrance three-quarters of a mile wide, and capable of holding 1,000 sail in thirty-five to forty fathoms depth. The largest vessels can also make fast to the quay, which lines the peninsula for a mile in length. The harbour is protected by the Castle of St. Salvador, on the isthmus of the peninsula, by four forts on its points, and by a battery on the west shore. With these advantages, and that of being a free port, its trade is trifling. Sicily. East Coast.

Taormina (*Tauromenium*), a celebrated city of antiquity, is now a poor village, on a hill two miles above the level of the sea, at the foot of which is the village and road of Giardini. At Taormina are seen the most entire remains of a Roman theatre in Italy, with other antiquities.

Jaci d'Aquila is a little town at the mouth of the Fiume Freddo, *cold river*, the ancient *Acis*, celebrated by the fable of Acis and Galatea, and whose waters, though said to be colder than ice, never freeze. They were praised by the ancients for their salubrity, but at present are thought to be poisonous from containing vitriol.

Catania, the third city of Sicily, contains 40,000 inhabitants. It has several times been destroyed

Sicily. East Coast.

destroyed by earthquakes and eruptions of Etna, whose foot is but five miles distant. Since the earthquake in 1693, which totally overturned it, it has been rebuilt on a regular plan, with straight and wide streets, and the houses only one story. It has a good port, but little or no trade.

Augusta, a fortified town of 9,000 inhabitants, and a good port is on the south side of an island, formerly a peninsula, but separated from the main by the earthquake of 1693.

Syracuse, called by the natives *Saragoza*, one of the most celebrated cities of the Roman Empire, whose walls had 180 stades of circuit, is now a poor town of 14,000 inhabitants. The land on which it stands was anciently a peninsula, but the isthmus has been cut through for its defence. Besides which it has a very strong citadel. Its two ancient ports still exist, the southern named Porto Maggiore (*Portus Magnus*), has six miles at its greatest breadth, and is entered by a strait one-third of a mile wide. In this port, twenty yards from the shore, a spring of fresh water bubbles up amidst the salt. The northern port, Porto Picolo (*Portus Minor* and *Marmoreus*), held the naval force of ancient Syracuse. The fountain of Arethusa, celebrated by poets and historians, and to which divine honours were paid,* is now a brackish stream, which issues suddenly from the earth by two openings, and serves to wash the dirty rags of the modern Syracusians.

* Virgil, Eclog. x.

Syracusians. The also famous ear of Disonysius still exists, and is an artificial cavern cut in the rock, which affords an echo of the slightest whisper. Sicily.

Nota Nova (*Nectum*), is the last town on the east coast towards the south.

The south coast of Sicily is almost entirely unguarded, and hence the Barbary corsairs make frequent descents on it and carry off the people into slavery. South Coast.

West of Cape Passaro, in succession, are Scicili, amongst the ruins of the ancient *Casmena*, and Santa Croce (*Caucano*) near Cape Scalambri. Camerina N.W. of Cape Scalambri, Terra Nova at the mouth of the Marogleo. Alicata, near the mouth of the Salso, contains 12,000 inhabitants.

Girgenti (*Agrigentum*) is situated on the summit of a high mountain, four miles from the sea, amidst the ruins of ancient temples. It has 20,000 inhabitants, and from its port all the produce of this side of the island, particularly corn, is exported.

Sciacca (*Thermæ Selinuntiæ*) is a small town and castle at the foot of a mountain. Farther west is Castel Vetrano; between which and Mazara are the ruins of three temples, which announce the site of the ancient *Selinus*. Mazara is an insignificant town, to which succeeds Marsala (*Lylibæum*), at the west end of the island, which had formerly a celebrated port, destroyed by Charles V., to prevent the Barbary corsairs from taking refuge in it.

Trapani

Sicily.

N.W. End.

TRAPANI (*Drepanum*), at the N.W. point of the island, and at the foot of Mount Eryx, is a well built town, of 16,000 inhabitants; it has a good port formed by the point of land on which is the town, by three small islands, on one of which is a castle, and by several shoals: with strong N.W. winds the water in the port rises six feet above its ordinary level. In the vicinity are considerable salt-works, and its coral and tunny fisheries are productive, the latter producing 20,000 Neapolitan ducats a year.

North Coast.

The Gulf of Castel-a-Mare is a deep indentation, between Capes St. Vito and dell 'Ursa.

PALERMO (*Panormus*), the capital of the island, is situated on a gulf between Mount Pellegrina (*Cretu*) and Cape Saffarano: a circle of hills approach close to the town, which is greatly overpeopled for its size, having 120,000 inhabitants. The two principal streets are handsome, and it is the only city of Italy that is lighted at the public expense. Its port, which is formed by a mole, can receive the largest vessels.

Termini (*Thermæ*), at the mouth of a small river, partly on a hill and partly on a plain, has some celebrated mineral springs, and a strong castle. Its inhabitants are employed in the anchovy fishery. Cefalu (*Cephalædis*), near the middle of the north coast; Patti and Milazzo (*Mylæ*), are the other places of any note; the latter is on the east side of the isthmus of a little peninsula, which has a good road on each side, and

and of which Cape Biancho (*White Cape*) is the north point. Sicily. North Coast.

Off the west end of Sicily are three islands, (*Ægades*), named Favagnana, Levanzo, and Maretimo. Maretimo, the western, is a single steep mountain four leagues in circuit. Levanzo, the north eastern, is also a single hill, with a castle; between it and Trepani are several rocky islets, called the Ants. Favagnana has a castle, and off its east side are the islets Burdoni and Cardinio. These islands are places of banishment for state prisoners.

The island of Ustica, fifteen leagues north of Cape Gallo, is four leagues in circuit, and well cultivated.

The LIPARI Islands, twelve in number, are situated at the S.E. extremity of the Tuscan sea, off the north coast of Sicily. They received from the ancients the names of *Æolian* and *Vulcanian* Islands. It being supposed that Æolus kept the winds imprisoned in their caverns, and that they also contained the forges of Vulcan. They are almost entirely composed of volcanised substances, and afford sulphur, nitre, alum, cinabar, pumice stone, &c. Lipari Isles.

Lipari (*Lipara*), the largest, most fertile, and best inhabited, is five leagues in circuit; more than half of its surface is cultivated, the remainder being either covered with wood or entirely barren. The vegetable productions are, rye, nearly enough for its consumption, some cotton and olives; but its chief riches are its vines, which

give

Sicily. Lipari Isles.

give wines of various qualities, particularly a kind of malmsey. It also exports a considerable quantity of raisins. The prickly pear is indigenous in this island. It has many hot springs. On the south is a little town at the foot of a hill, rising abruptly from the sea; the houses, except those of the bishop and governor, are mean. It is defended by a castle on a naked rock of lava, rising perpendicularly from the water. Close to its west side is a rock, called Pietro del Bagno.

Salini (*Didime*) is nearly as large as Lipari, and consists of two mountains united at the base. It has its name from the salt, which is formed by the sun in a lagoon, communicating with the sea. On the north side is a fine spring of water, gushing from a rock close to the shore. Off its south end are three rocks, called the Three Stones.

Vulcano (*Hieri* and *Therasia*) is four leagues in circuit, and has the shape of a cone with the top broken off. It continually throws out volumes of smoke. It is uninhabited, and only occasionally visited by the other islanders, to cut brush-wood for fuel, which grows in the crater of an old volcano. Vulcanello, anciently a distinct island, has been joined to Vulcano by a narrow neck, formed by an eruption. On each side of the neck is a good road.

Stromboli (*Strongyle*) is an immense volcano, whose continual eruptions of flame have gained it the name of the Light-house of the Mediterranean. It is three leagues in circuit, and very barren, having only a few poor vineyards on the north

north side. There is no anchorage round it, and the small vessels that belong to or visit it are hauled on the beach. The number of inhabitants is about 1,000, who live in scattered huts on the shore, and are principally employed fishing for congers, which are abundant round the island. They chiefly depend on the rains for fresh water, the island having but two small springs. A mile from the north end is a great rock, called the Stone of Stromboli, one-fourth of a mile in circuit, and sixty feet high. Rocky. Lipari Isles.

Panaria (*Hytesia*) is nearly three leagues in circuit, moderately elevated, and composed of volcanised granite, generally barren, but producing some olives. North of it are several lesser volcanic islands and rocks, *viz.* the Formiculas, or Ants, a group of rocks nearly level with the water, Dattolo, Lisca Nera (*Black Lisca*), Lisca Bianca (*White Lisca*), and Bottero, Tilanavi, and Panarellin.

Basiluzzo is only two miles in circuit, elevated but a few feet above the sea, and inhabited by half a dozen persons, who cultivate a small spot near its centre. It abounds with rabbits, and on the S.E. is a little cove for boats.

Felicudi, or Filicuri (*Phenicodes*), is composed of a group of hills, and has about 600 inhabitants in isolated dwellings. It has a natural cavern, called the Grotto of the Sea-Ox, in which is a kind of apartment 200 feet long, 120 broad, and 65 high. On the south and N.E. sides of the island are coves for small vessels, according to the winds.

Sicily. Lipari Isles.

Alicudi, or Alicuri (*Ericodes*), the westernmost island, has 400 inhabitants, who reside on the east and S.E. sides, all the rest of the island being composed of volcanic barren precipices. This island, as well as Felicudi, produces some wine, barley, and rye, together estimated at 7,000 Neapolitan crowns a year. Both islands are destitute of springs, and the inhabitants consequently depend on the rain-water preserved in their cisterns, which, in dry seasons, is sometimes exhausted. Each island has four or six barks belonging to it; those of Alicudi are hauled on shore, there being no anchorage round it.

Pantelaria.

The islands of Pantelaria (*Cossyra*) and Linosa also belong to Sicily; the first is sixteen leagues east by south of Cape Bon, in Africa, is six leagues in circuit, elevated in the middle, and terminating in a low point at each extremity. It has but one running spring of fresh water; but on the summit of the highest hill, nearly in the centre of the island, is a considerable lake, occupying apparently the crater of an extinct volcano. The island has 4,000 inhabitants, and produces cotton, wine, and fruits.

Linosa.

Linosa (*Algusa*), nearly midway between Malta and the coast of Africa, is four leagues in circuit, and forms in two conical hills.

Malta.

MALTA, the most celebrated island of the Mediterranean in modern times, was known to the ancients by the names of *Iperia*, *Ogygia*, and *Melita*, from the latter of which its modern name is

is derived. It is twelve leagues distant from Cape Passaro, in Sicily, the passage between being called the Channel of Malta: it is seven leagues long and four broad. The base of the island is a white free stone, abounding in petrefactions, fossil shells, and remains of enormous fishes; it is generally level, but with some hills. The soil is, in few spots, more than six inches deep, and has been in great part brought from Sicily. It is, however, exceedingly fruitful, producing corn for six months' consumption of its population, which, for its extent, is greater than that of any other part of the world, being, in 1798, 90,000 souls. The island has no river, but some good springs; and water is to be had by digging wells, but rain water preserved in cisterns is most generally used. Besides corn and vines, the island produces a considerable quantity of cotton and the finest oranges in the Mediterranean, together with a variety of other fruits, roots, and herbs in great profusion. The rocks washed by the sea afford abundance of the fucus proper for dying, (*fucus venucosus tinctorius*). The island has no venomous reptiles, which the inhabitants ascribe to the miraculous intervention of St. Paul, who, when he visited it, delivered it for ever from all animals of this kind, with which it was before infested. The west and N.W. coasts are bound by perpendicular precipices forming a natural fortification. The climate is healthy, though excessively hot. Malta.

The island was given by the Emperor Charles V.

Malta. to the knights of St. John of Jerusalem, when driven out of Rhodes by the Turks in 1530. The knights were required to be of noble birth by both parents for four generations. They were under vows of celibacy and perpetual war with the infidels. Their grand master was elected for life, and possessed the attributes of a sovereign prince. They were divided into eight tongues or languages, of which three were French, two Spanish, one Italian, one German, and originally one English; but, on the Reformation, succeeded by the Anglo Bavarian. The number of knights was unlimited: the badge of the order, a white cross of eight points worn on the left side. The gradual relaxation of the discipline of the order paved the way for its downfal; luxury succeeded to the noble simplicity of warriors, and the effeminacy of cities to the hardihood of camps. The war with the Turks had long been reduced to a fantom, and the summer cruises of their gallies had become parties of pleasure.* The defence of this vast fortress was entrusted to foreign mercenaries, and the energy of union, on which the renown of the order had been founded, being extinguished, the French found it easy to corrupt the chiefs of the order, and in 1798 made an almost unresisting conquest

* The Maltese gallies more resembled Cleopatra's barge than fighting vessels, being profusely ornamented with carved work and gilding; the sails striped blue and white, with a large red cross in each. Some of them carried 800 men.

conquest of the island. After a two years blockade it capitulated to the English. By the treaty of Amiens it was stipulated, that the island should be restored to the Knights under the guarantee of Russia: the non-compliance with this stipulation by the English, was the *ostensible* cause of France commencing hostilities in 1803. Malta.

The Maltese are partly of Arabic origin, and speak that language mixed with Italian. The men are described as temperate, industrious and brave, but also vindictive and jealous of their women, who by a natural re-action seek and find opportunities to be unfaithful.

The ancient capital of the island, named properly CITTA NOTABILE, city of nobles, but more commonly CITTA VECCHIA, or old city, is situated on the highest point and nearly in the centre of the island. The modern capital is LA VALETTA, so named from the grand master its founder. It is near the middle of the N.E. side of the island, built on several rocky points projecting into a vast gulf, which forms five of the finest harbours in the world: the entrance, which is not a quarter of a mile broad, is defended by immense fortifications, as is the town, so that the whole island may be considered as an impregnable fortress, to be reduced only by famine.

The other principal landing places of the island are Melcha Bay; St. Paul's Bay, sheltered by the group of Solomon's island, with a depth of two to six fathoms; old and new Salt Ports; Port St.

Malta. Mau, all on the north. Port Magdalen, Marza Scala and Port St. Thomas on the N.E. Marza Scirocco, on the S.E. is a bay divided into two branches by a projecting point. In the east branch the depth is eight fathoms, and in the west twenty-two fathoms.

Gozo. The island of Gozo (*Galus* or *Guadus*), five miles N.W. of Malta, is about four leagues long and two broad, and has 8,000 inhabitants. Although it at present is very far from answering the description of Calypso's island, it contends with others for that honour. This island, as well as Malta, has considerable manufactures of cotton.

In the channel between Malta and Gozo are the little islands Cumino (*Heppestia*) and Cuminotta; the passage between them and Malta is called the Strait of Friuli.

Lampedosa. The islands of Lampedosa (*Lipadusa*) and Lampion belong to Malta, between which island and the coast of Africa they are situated. The first is four leagues long, east and west, and about two broad. It is level, well watered, and fertile. The north coast is steep and without anchorage, but from the south coast a bank runs off a considerable way. On this side is also a spacious bay, sheltered from all winds but between S. and S.W., the depth sixteen to eighteen fathoms, and the bottom fine sand. At its head is a creek, capable at little expense of being made an excellent harbour. Its entrance is ninety fathoms broad, and it runs in half a mile: the right hand shore is rocky, and a rocky hill which commands the creek,

creek, and on which is a church, affords a good position for a fort. The depth in the entrance is fifteen fathoms, decreasing gradually to the head, where is one fathom close to the shore. On the west side of the creek, about half way up, a projecting point forms a little cove, in which small vessels may anchor perfectly sheltered from the S.S.W. wind, which blows right up the creek and makes a considerable swell. On the same side below this point is another cove entirely land locked, but with only three to five feet water, the bottom soft sand. This cove might easily be deepened and considerably enlarged, the land surrounding it being low, and composed of sand and clay. The bay is occasionally visited by the Maltese vessels, as well as the Barbary cruisers. Ships from Turkey having the plague on board also run for this island, and remain until the malady has ceased, when they return to the port of Turkey they sailed from, to receive a fresh clearance and bill of health; by this means they save both ship and cargo, which would be burnt were they to go into any European port. The island is uninhabited, but has the ruins of a castle and town: it is said to have been abandoned on account of the spectres that haunted it!! Lampedosa.

A league from the W.S.W. point of the island is a rock with a safe channel between them, and four leagues from the same point is the island of Lampion, a high round uninhabited rock.

THE territory of Istria is bounded on the west Istria.

Austria. by the river Izonzo, and on the south by the gulf of Carnero, occupying the greater part of the peninsula between this latter gulf and that of Trieste on the north. The coasts are in general low, but inland are high mountains. The chief places are Montefalcone (*Veruca*), a town and castle in the Venetian Frioul, some distance from the sea. Duina and St. Croce, on the north shore of the gulf of Trieste.

Trieste is a modern town at the foot of Mount *Tergestum*; it has 18,000 inhabitants, and is well built. It has an outer road with ten to twelve fathoms, but exposed to the W. and S.W., and is subject to a violent wind named the bora, which sometimes drives ships from their anchors.* The haven is formed by a solid mole, on which are twelve large guns; there is also a basin for vessels under quarantine, which, as well as the lazaret, magazines, &c. is enclosed by a wall two miles in circuit. The chief manufactures of Trieste are verdigris, soap, glass, and cordage. Under the dominion of Austria, Trieste had become the commercial rival of Venice.

Capo d'Istria, on the south shore of the gulf three leagues from Trieste, is built on an island communicating with the main by a bridge; it has 5,000 inhabitants, and exports some salt and wine.

Pirano

* The bora is a N.E. wind, which blows down the chasms in the mountains; it seldom lasts more than twenty-four hours, but its violence is so great that vessels, however near they may be to port, are obliged to bear up and run before it; in this case they usually first try to get shelter at Pirano, which if they miss they are sometimes obliged to run for Mount St. Angelo.

Pirano is a small town, west of Capo d'Istria, with a rampart mounting seven guns towards the sea: ships anchor half a mile from it in fifteen fathoms.

On the west coast of Istria are Umago, a little open town, exporting some soap; Citta Nuovo, a small fortified town at the mouth of a river, with some coasting trade; Parenzo (*Parentium*) with a rampart and seven guns towards the sea, which vessels of moderate size only can approach within gun-shot, exports some corn, cattle, dried fish, and soap. Orsera, on a hill, with a good harbour. Rovigno (*Arupinum*) on an elevation, with a wall and ten guns towards the sea, exports its wine, corn, oil, dried fish, and soap to Venice and Trieste; its port is sheltered by some islands from all winds but between west and S.W. Pola, on a narrow neck of land near the south point of Istria, named *Il Promontorio*, the promontory, has several Roman antiquities. Off the promontory are a number of islets and rocks.

The Gulf of Carnero (*Flanaticus*), between Istria and Croatia, is surrounded by high mountains. Castel Vecchio and Finona are on the west shore in Istria. Fiume, in Croatia, on the Fiumara, also called St. Vito, is at the head of the gulf: it has 6,000 inhabitants, is fortified, has a castle, and exports chiefly the salted provisions of Hungary. The other port towns in Croatia are Bukari, on a rocky hill, Porto Re, on the same inlet. Opposite Bukari, is a good harbour with a narrow entrance well defended and capable of receiving thirty sail. Novi and Segni succeed; Croatia.

Croatia. succeed; the latter is on a hill, Karlopago, within the island of Pago, has a haven constructed by the Austrian government in 1782.

The east coast of the Adriatic from Istria to Ragusa is lined by islands, some of considerable size, and others mere rocks, and the whole appearing to have been torn from the continent in some convulsion of nature. Those belonging to Croatia are CHERSO and OSERO (*Apsyrtides*) united by a bridge: their soil is stony, but they abound in cattle, vines, and honey. On Cherso is a lake that overflows only every fifth year, together with several singular caverns, and prodigious quantities of fossil bones of horses, oxen, and sheep. VEGLIA, eight leagues long and three broad, is the most fertile and populous of the Croatian islands, producing abundance of wine and silk, and an esteemed breed of small horses. It has but one town on a hill, and its port is defended by a castle.

The other islands are Albe or Arbe and Pago close to the main; Gahola; Unie, thirteen leagues in circuit, is barren, exports salt, and has a castle; Porosina, Sansigo, and Candole, west of Osero. The great and little Lussin; the great has a town of 3,000 inhabitants, though rocky: they are fertile, producing wine, olives, and pasture, and their inhabitants are industrious fishermen.

Dalmatia. The coast of Dalmatia extends from Trebani south of Karlopago, to beyond Budua, where commences Albania. It is mountainous and generally barren, the sides and summits of the hills being covered with lava. The chief ports are Novi-

Novigradi, on a sea lake, Nova, ZARA (*Jadera*), a strong and regular fortress mounting eighty to ninety guns: it is on a little island joined to the main by a bridge; its port is sheltered by some islets on the south, but is exposed to the west: it is celebrated for its maresquine. Scardona, on the Charca. Sebenico, a considerable place, with a fort and castle; Ragoznizza. TRAU (*Tragurium*), a town on the main, with a suburb on the isle of Bua. Dalmatia.

SPALATRO, formerly the principal town of Venetian Dalmatia, is considerable, but wretchedly built, with a port entered by several narrow channels between islands, but with depth for the largest ships. The violent puffs of wind off the high shores however render caution necessary with respect to the sails. Here are the ruins of a palace of Diocletian, and it is the emporium of the external commerce of Bosnia and Dalmatia, the chief exports of which are corn, wine, and cotton.

Almissa is a small fortified town at the mouth of the Cettigna, four leagues east of Spalatro; Macarska. The river Narenta empties itself into a large gulf formed by the peninsula of Sabioncello: at its mouth is fort Opus.

The islands appertaining to Dalmatia are Scardo, MELADA, rocky, but affording oil, wine, and honey, 1,200 inhabitants; on the south side is the secure port of Saccaron. GROSSA, fifty miles in circuit, is hilly, volcanic, and barren. Incoronata, Zuri, Dervenich, Mestar, and many others lay off Sebencio; Solta-Olunta, and Brazza, are considerable,

Dalmatia. considerable. LESINA (*Pharos*) is sixty miles long E. and W. and nine broad. It is fruitful and well cultivated. On the west end are three ports, viz. Lesina, capable of holding three ships, Porto Panormo, in which vessels make fast to the shore, and Porto Grego, between these two. The town is defended by a fort on the summit of a difficult hill. Off the west point of the island, Cape Pelegrino, are the little islands Forca, Spalmadora and St. Clementi.

LISSA (*Issa*) is eight leagues in circuit, very rocky, with a high hill in the centre, but producing some olives and wine. The port of St. George in the N.E. is one of the best of the Mediterranean, capable of receiving ten sail of the line. The entrance is about half a mile broad, and has in it a small island, with a passage on each side not more than a cable's length wide, but with depth for the largest ships within a stone's throw of either shore. On the left of the village is a creek, where vessels of moderate size may careen. The village is composed of a single row of miserable hovels, whose inhabitants depend entirely on the continent for provisions.

On the N.W. end of the island is the village of Camisa, neatly built and on a good bay, sheltered from all winds but N.W., which during the winter months occasionally blows with great violence, and renders the bay unsafe. It is the only place on the island where a ship can water conveniently. Off the N.W. end of Lissa is the little island Bariari, and west of it the island Pommo, a pyramidical

midical rock 100 feet high. Melisello, Pelegosa, and Cozza, in the same quarter, are little detached islands. *Dalmatia.*

Corzola (*Cortyra Nigra*) is separated from the peninsula of Sabioncella by a narrow channel, with twenty-three fathoms depth on the north, but towards the south is almost entirely blocked up by rocks, leaving only a narrow channel close to the main. The island is eight leagues long, covered with fir trees, and only inhabited by a few fishermen in a village at the east end. The little island Torcola is between Corzola and Lessina, nearest to the latter.

The territory of the republic of Ragusa comprises a tract of the main land, from the river Clitua to the gulf of Cattaro, the peninsula of Sabioncello, and Five Islands. *Territory of Ragusa.*

The government of Ragusa was nearly similar to that of Venice, being composed of a council of nobles and a chief magistrate, styled rector, elected annually. The independence of the republic was guaranteed by the Grand Signor and the Emperor of Germany. The military force consisted of 100 soldiers, who guarded the gates of Ragusa and the palace of the rector. The population of the territory was 56,000. The flag of the republic was white, with a St. Blaize, the patron saint, and the word *libertas*, surrounded by a garland of oak. The ports are, Sabioncello, at the north end of the peninsula, Castel di Stagno, on the isthmus. Ragusa (*Raussium*), at the foot and on the side of a hill; it has 15,000 inhabitants,

Ragusa. tants, and is surrounded by a wall flanked with round towers. Except the principal streets, which extend north and south the length of the town, the others are narrow. Its proper harbour can only receive small craft; but half a league N.W. of the town is the port of Santa Cruz, an extensive basin, perfectly sheltered. The ruins of Epidaurus, called Old Ragusa, are two leagues south of the city.

The islands belonging to the republic of Ragusa, are, 1. Catera; 2. Lagosta, west of Corzola, four leagues long and one broad; 3. Melada, six leagues long, is extremely rocky, but produces olives, vines, oranges, and lemons, and has a river navigable for two leagues, with a depth of thirty-five to forty fathoms. On the north side is the port of Cala-mata, an oval basin, well sheltered. Here was formerly a considerable town, but Charles V. having persuaded the inhabitants to join his fleet with their boats in an attack on the Algerines, they were all lost in a storm, and a few miserable hovels, built among the ruins, contain the present inhabitants. The island has, besides, six villages and a celebrated abbey of Benedictines. The two other islands belonging to Ragusa are between Melada and the main, and are named Mezza and Pouzza: the first is well cultivated, and has a good road on the west; the second, though rocky, is fertile.

Cattaro. The gulf of Cattaro (*Rhysonicus*) runs in six leagues, forming many sinuosities between mountainous shores, which alternately approaching each

each other, and again receding, form three successive basins, capable of receiving the most numerous fleets. The principal places on the gulf are, Castel Nuovo, on the north, a small fortified, but decayed town. Cattaro, at the head, is situated at the foot of a hill, which is strongly fortified, the works descending in a zig-zag to the ramparts of the town. Budua, a small fortified town.

TURKEY IN EUROPE.

The maritime European dominions of the Turks in the Mediterranean, comprehend Albania, the Morea, and Romelia.

The coast of Albania, though its limits are not strictly known, is generally considered to extend from Antivari, on the north, to the gulf of Lepanto. By the Venetians it was divided into north and south: the former, extending to the gulf of Vallona, answers to the ancient Grecian *Illyricum*, and Lower Albania to the ancient *Epirus*. This coast is lined by a chain of broken mountains, descending rapidly to the sea. It is, as in ancient times, inhabited by a semi-barbarous people, deserving the same character as the ancient Illyrians and Epirotes, of desperate courage and barbarous ferocity: they are soldiers and robbers. Many of them are of the Greek and Latin churches, others are Musselmen. Several of these hordes have never been subjugated by the

the Turks, into whose armies they, however, enter, and are known by the name of Arnauts.

Antavari, the first town of Turkey, is supposed to derive its name from being nearly opposite to Bari in Italy: it is built on a steep mountain, one league and a half from the sea, but has a port considerably frequented, being the nearest to Scutari, the chief town of North Albania.

Dulcigno (*Olchinium*), is a town of 6,000 inhabitants, who are considered amongst the greatest pirates of the Mediterranean. The river Bojana, which issues from lake Scutari (*Labeatis*), empties itself south of Dulcigno. The Dulcignotes, and those of Antavari, are the only tribes of Albania that follow the sea, and many of them enter on board the Barbary corsairs. Ali, pasha of Joannina, has also some armed galliots manned by Dulcignotes.

The Gulf of Drin, or Lodrino, is formed on the south by a peninsula, of which Cape Redoni is the north point. Off this Cape are the two islands of St. Peter, on one of which are the ruins of the fort of Scanderbeg. The Drin (*Drinus*), the principal river of Albania, formed by the junction of two streams, named the Black and White Drin, empties itself below Alessio (*Elissus*), a small town of 2,000 inhabitants, chiefly fishermen. The river Mattis falls into the gulf S.E. of the Drin, and farther south is the Ichmo (*Argenta*), a considerable distance up which is Croia, formerly the chief place of Albania, but now a poor village.

The Gulf of Durazzo is separated from that of Drin by the peninsula that forms the south side

of

of the latter. The N.W. point of the gulf is Cape Palo, and the S.E. Cape Cehe: off the former is a rock above water. The town of Durazzo (*Dyrrachium* and *Epidamnus*), once belonging to the Venetians, celebrated for the exile of Cicero, is on the north shore of the gulf on the isthmus. The ruins of Cavaglia (*Cavaia*) are on the Spirnatza (*Aspus*).

Vojussa is near the mouth of the Krevasta (*Aous*), on which, seven miles from the sea, are the ruins of *Apollonia*, now called Polina. Cavailla, near the south bank of the river, exports the timber of Albania. The Vouïssa (*Celydnus*) empties itself north of the Gulf of Vallona, and has a good fishery at its mouth.

The Gulf of Vallona, or Avlona (*Oricum*), is surrounded by the *Mons Acro-ceraunien*, and bounded on the south by a rocky neck of land, of which Cape Linguetta, *Glossa* of the Greeks, is the north point and has a light. Off this cape and before the entrance of the gulf is the island Sazeno (*Saso*).

Vallona (*Aulon*), on the north shore of the gulf, on a little river, is a small town, with an indifferent port, by which Upper Albania is supplied with objects from Italy, *viz.* gun and pistol barrels, glass, paper, and Calabrian capotes; for which it gives in return the oil, wool, gall-nuts, and timber of its territory. Ericho (*Oricum*) and Caminha, are poor places at the head of the gulf.

South of Vallona begins the mountainous district

of Cimarea (*Chaonia*), which extends to Butrinto. The Cimarotes are chiefly Mussulmans, and are amongst the most warlike and barbarous of the Albanians; they exchange the produce of their vallies and mountains, consisting of olives, maize, gall-nuts, and timber, for the arms and other necessaries they require. Their ports are Cimarea (*Chimæra*), and Porto Palermo (*Panormus*).

Butrinto,* a fortress at the confluence of the Pistritza and Pavla, with a small territory round it, formerly belonged to the Venetians. The fortifications were destroyed by the French previous to their abandoning it. The Pavla rises in Lake Pelodi (*Anchises*), and empties itself into the sea by a mouth, twenty-five yards wide, crossed by a bar, with but three or four feet, and twelve to sixteen feet within. It forms two shallow lagoons, affording productive fisheries. The inhabitants of this district are in general Christians of the Latin church, and have been somewhat civilized by their communication with the Venetians.

To the south of Butrinto is the district of Philathi, named from its chief town inland. The Philathiotes are in general Christians of the Greek sect. Their ports are Kerakia, Gomonizza, at the mouth of the Calamis (*Thyamis*), and Sayades, from whence they supply Corfu with cattle,

* Besides Butrinto, the Venetians possessed Parga, Prevesa, and Venizza, on the coast of Albania; these places were ceded to France by the treaty of Campo Formio, and abandoned by her, except Prevesa.

cattle, sheep, and oil, which are abundant in their territory. South Albania.

Parga and its territory of two square leagues, when possessed by the Venetians, contained 8,000 inhabitants. The town is built on a peaked rock, which forms two ports: that on the north, named Glykys-Liman (Port of Sweet Water) or Viliki, is before a reedy fresh water marsh; it is open to the west and unsafe. The south port is sheltered by a jetty and can only receive small craft. The town and both ports are commanded by a citadel, but which is itself commanded by a hill to the east. Port Fanari (*Comarus*) is a small place midway between Parga and the Gulf of Arta. This district is inhabited by the *Sulliotes*, who are in general Greek Christians. After a long struggle for independence, they have been subjugated by the celebrated Ali Pasha of Joannina, who at present despotically governs almost the whole of Albania, acknowledging only the nominal supremacy of the Grand Signior.

The Gulf of Arta (*Ambracius*) is of considerable extent, and winds between rocky mountainous shores, resembling one of the sea lakes of Scotland. It has some islands before its entrance, and is filled with banks, so as to leave only a narrow channel close to the north shore, and under the guns of Prevesa.

This latter is built on a kind of peninsula, a little within the north point of the gulf, and is a miserable dirty town of 3,000 inhabitants: the streets very narrow and unpaved, and the houses

Greek Albania. of wood, generally but one story, or when two the ascent is by a ladder outside. It is the chief port of Lower Albania, and the general resort of the Greek boats of the Ionian islands, where they exchange the manufactures of France and Italy, for the wool, oil, and timber of the country. When this town belonged to the Venetians its territory extended over the peninsula to the isthmus, on which are seen the ruins of Nicopolis, three miles from Prevesa. When it was ceded to France, it had only a small fort surrounded by pallisades and mounting three guns. The French, however, placed 800 men here, but who were attacked by Ali Pasha, and after a great display of courage and the carnage of more than half their number, they were obliged to surrender, and Prevesa has since been under the power of Ali.

The river Louro (*Charadrus*) which empties itself east of Prevesa, floats down a considerable quantity of timber from the interior.

The town of ARTA is situated among marshes, formed by the Arti (*Arethon* and *Arachtus*), and four leagues from its mouth, on the north shore of the gulf. It has 5,000 inhabitants and some good houses, built by the Venetians. Its port, or scale, is named Salora, amongst the marshes of Arti and Potami Valestris (*Acheron*) where is a custom-house, which all the exports and imports of Lower Albania are obliged to pass, the imports by Turks paying three per cent., and those by Christians four. The *Inachus* river empties itself east

east of Arta by two mouths, forming the island of Terra Nova, composed of its alluvion. On the south shore of the gulf is Vonizza, on the Petros, with 1,000 inhabitants, whose chief employment is fishing and making boutaraga from fish rows. Its territory, when possessed by Venice, was about eight leagues in circuit. It is very unhealthy from the vicinity of marshes. South Albania.

The coast between the Gulf of Arta and the Aspropotamo, a distance of twelve leagues, is named Carnia (*Acarnania*). On it is Port Candili, within the island Sta. Maura, by which, and by the small islands Calamo and Caxtos, it is sheltered on the west, and has high mountains on the north. Dragomestre, on a cove, once a large town and fortress, is now a poor fishing village.

The Aspropotamo, or White River (*Achelous*), has its modern name from its waters being discoloured by chalk. It is the most considerable river of Greece, having in some parts nearly a mile breadth, when swelled by the rains in winter. Before its mouth are the marshy and barren Skrophœ islands (*Echinades*), and the two rocky and uninhabited Curzolari islands (*Oxiæ*), which serve as retreats to the pirates of the Morea.

East of the Aspropotamos is an extensive salt lagoon, or marsh, with but from three to five feet depth. Towards the entrance is Messalongé, 5,000 inhabitants, and at its head Natolica, a tolerably built town, of 600 wooden houses. The lagoon has a considerable fishery of red mullet, of whose roes boutaraga is made. Farther east the

South Albania. Fidari (*Evenus*) empties itself, passing which we enter the Gulf of LEPANTO (*Sea of Crissa, Sea of Alcyon, Gulf of Corinth*), which separates the Morea from Greece proper.

The Gulf of Lepanto, in its extended sense, consists of two branches, being narrowed near its middle by a promontory on each shore; the outer branch, of which Cape Papa (*Araxum*) is the south point, is sometimes called the Gulf of Patras; it is thirty leagues long, and eight leagues at its greatest breadth. The promontories which form the entrance into the inner branch, are one mile and half distant from each other; that on the south shore is named Cape Rhium, and that on the north Anti-Rhium: by English seamen this strait is named the Dardanelles of Lepanto. On each promontory is an insignificant castle not capable of preventing the passage being forced by a single frigate.

Lepanto. LEPANTO (*Naupactus*), called Enebechte by the Turks, is a little within Cape Anti-Rhium; it is built on the side of a hill crowned by an insignificant castle, which is commanded by another hill to the north. The town on the land side has an ancient wall with two gates and a garrison of 150 Albanians; its population is 7 to 8,000. The haven is only fit for small craft having but five feet depth, and an entrance 100 yards wide, which is occasionally closed by a chain. This town and a territory round it was taken by the Turks from the Venetians in 1687. East of Lepanto, on the same shore of the gulf, are several bays, affording good

good anchorage for large vessels: such are that of Salona (*Crissa*) which receives the river Salona, on which is the village of Galaxcithi (*Evanthe*); that of Asprospitia, or White Buildings (*Ante Cyrrha*); and Crissa, a poor Greek village of 300 houses. Livadia.

The Morea (*Peloponnesus*) * is joined to Greece by the isthmus of Corinth, *Hexamili* of the Turks, a neck of land six miles broad, the middle of which is occupied by the ancient mount *Geranian*, at whose western foot, and two miles from the shore of the gulf of Lepanto, is CORINTH (*Coranto* of the Turks), an assemblage of wretched dwellings inhabited by about 500 Turks and Greeks, some ruins alone attesting its ancient magnificence. *Lechæum*, its port on the gulf of Lepanto, is entirely abandoned. Morea.

On the south or Morea shore of the gulf of Lepanto are PATRAS (*Patræ* and *Aræ*) west of cape Rhium, built on the ascent of a hill at a short distance from the shore, and containing from 6 to 8,000 inhabitants; among whom are a number of Jews, who act as brokers for the European merchants since the resident consuls have been withdrawn, in consequence of the unhealthiness of the town. The only fortification is a castle in ruins on the summit of a hill. The road of Patras is surrounded by high mountains and is perfectly safe at all times for the largest ships. There was

 anciently

* Peloponnesus *(the island of Pelops)*. The modern name is derived from the shape of the peninsula resembling the leaf of the mulberry.

Morea. anciently a haven on the N.W. of the town, but which being turned into a marsh by the mud carried into it, the Venetians, while in their possession, raised the soil and converted it into gardens. Patras exports considerable quantities of wool, silk, oil, honey, wax, leather, currants, cheese, gum, boutaraga, &c. The other places of any note on the gulf of Lepanto are Brain, east of Cape Rhium, Vostiza (*Ægium*), a town of 3 to 4,000 inhabitants, from whence the produce of the country is conveyed by small craft to Patras.

West Coast. On the west coast of the Morea are the gulfs of Chiarenza, Tornese, and Arcadia. That of Chiarenza (*Cyllene*) has its modern name from a village on the south shore. Its northern limit is Cape Papa and its southern Cape Tornese (*Chelonites*), on which is a castle nearly in ruins with a small garrison of Albanians.

The gulf of Tornese (*Chelonites*) is bounded by the cape on the north; its shores are low and wooded. The village of Tornese is south of the cape on a cove between two hills, and near it is a hamlet of Greek fishermen; off which, one league and a half from the shore, are two rocks against which the sea breaks violently. The town of Gastouni, containing 3,000 inhabitants and one of the best of the Morea, is three miles from the mouth of the Igliako (*Peneus*) which falls into the gulf.

South of the gulf of Tornese we meet the island Pontico (*Ichtys*) inhabited by fishermen, and within it on the main a rivulet supposed to be the ancient *Jardanus*. To it succeeds the ancient

Silleis

Silleis which loses itself among the sands of a bay, sheltered on the north by a ridge of hills; on this river is the village of Goloniza. After passing the Silleis, the coast presents a series of lagoons, communicating with the sea and affording productive fisheries and considerable quantities of salt. Here the Ropheo (*Alpheus*) empties itself among marshy islands formed by its mud: its mouth is crossed by a bar. Pyrgos, a town of 2,000 inhabitants, Greeks, Turks and Jews, is north of the mouth of the Ropheo.

About five leagues south of the Ropheo commences a series of wooded hills, forming the shores of the open gulf of Arcadia (*Cyparissus*), of which Cape Conello (*Cyparissus prom.*) is the south point. The town of Arcadia (*Cyparissæ*) is toward the south shore of the gulf and on the right bank of a little river. The Samari (*Neda*) empties itself north of the town. South of Cape Conello is Port Prodano, formed by the little island of the same name (the ancient *Prote*) and a cove on the main. The island is uninhabited and covered with heath, but affords a quantity of salt. On the shore of the main, in the port, is an inscription in modern Greek, signifying that those who remain at night between Prote and the Peloponnesus, if they do not keep a good watch, will be in the hands of the Barbary corsairs before morning.

The port of Navarin is one of the best of the Morea, on the S.W.: it is formed by the island of Sfagia (*Sphacteria*) and three islets, which leave three passages. The first and most frequented is on the

Morea. West Coast.

the north, between Sfagia and the main, and is commanded by the cannon of Old Navarin; its entrance is not above a cable's length broad, between perpendicular high rocky shores, but it has depth for the largest ships. The second passage, between Sfagia and a high rocky islet (*Asina*), is only fit for small craft: it is protected by an old fort on the island, on which are also some fishermen's huts. The third passage, on the south side of Sfagia, is intricate. New Navarin, *Avarin* of the Turks, *Neo Castron* of the Greeks, (*Pylus*) is on a promontory of the south shore, running out from the foot of mount Temathia. Its streets are crooked, steep, and narrow, and it has little worthy of notice, except some antique marble columns in the façade of the principal mosque. It is supplied with water from a league distance by an aqueduct, but the water has a soapy taste. The town is surrounded by a wall with two gates, flanked by four bastions, in which are some cannon without carriages. The usual garrison consists of sixty Janissaries, some artillery, and a company of 200 Albanians. Old Navarin is nearly opposite the new, on the north side of the bay, which it commands, being built on a rocky and almost perpendicular eminence. It has a castle and about sixty houses. At its foot is a lagoon four miles in circuit, which communicates with the port by a boat channel, and which in winter is frequented by great flocks of wild geese and ducks.

Modon (on the isle of the ancient *Methone*) is some

some miles east of Cape Sapienza; it has 6,000 inhabitants, is situated at the foot of a mountain and surrounded by ancient fortifications falling to ruin. Its port is sheltered by the island Sapienza (*Tiparenus*), two leagues south of the entrance. This island is two leagues long north and south and three-quarters of a league broad, is well inhabited by Greeks and has several trading vessels belonging to it. Pilots are usually taken here for the Archipelago. The island Cabrera is two leagues east of Sapienza. These two islands (ancient *Œnussæ*) belonged to the republic of Seven Islands.

The gulf of Coron (*Messenia*) has for limits on the west Cape Gallo (*Acritas prom.*) off which is the little island Venetica (*Theganusa*). The Bias and Pirnissa empty themselves near the head of the gulf; the latter, the antient *Pamissus*, though the most considerable river of the Morea, has not water at its mouth even for a boat, but it has abundance of fish and particularly lobsters, which are said to arrive at the extraordinary weight of thirty pounds. Three miles from the river's mouth is the village of Nissa (*Stenyclarus*). The principal places on the gulf are Coron on the west shore, supposed to occupy the site of the ancient *Colonis;* though destroyed by the Russians in 1770, and a great part of it still in ruins, it is one of the most commercial towns of the Morea. On the same shore is Balladia, a village near the ancient *Coronea*, a heap of ruins. Calamata on the Apseria, three miles from its mouth near the head of the gulf, is the

Morea. South Coast.

the antient *Calamé* and has 5,000 inhabitants. On the east shore of the gulf, in the country of the Mainotes,* are Armyros; Chitries, formerly the chief town of the Mainotes, but destroyed: its port is the nearest to Dolons, a considerable town, half a league inland. Cardamyle, a village of 100 houses; Platza, 200 houses; Vitulo (*Œtylos*), a hamlet of only twenty-four houses, on a little river, has the best road on the east side of the gulf. Tetunova, 250 houses, and Maina (*Messa*), 100 houses, south of which is the island Rosetta (*Thyrides*).

The gulf of Kolokythia (*Laconicus*) is bounded by Cape Matapan† (*Tænarium*) on the west. This is a high steep pyramidical point, whose base is cavernous, and blackened by the fire of ancient volcanoes. On it are the ruins of a temple of Neptune.

The Vasili-Potamo or Iris (*Eurotas*) empties itself into the head of the gulf, and is navigable for

* The Mainotes inhabit the mountainous tract of Taygetus, by the Greeks called St. Lea, between the gulfs of Coron and Kolokythia. In some respects they are not unworthy to occupy the country of the ancient Spartans, having hitherto preserved their independence against all the power of the Ottoman empire, obstinately refusing to pay any capitation or to admit any Turkish officers into their villages, which are governed separately and democratically, though they have also a chief who resides at Marathonisi. These people are amongst the most determined and barbarous pirates of the Mediterranean, but in their villages strangers are received with friendship and hospitality, and may travel through their country under their escort with safety.

† From *Metopon*, the forehead, being the most southern projection of the Morea, as well as the south point of Europe.

for large boats for some leagues, where it is crossed by a ledge of rocks. It washes the ruins of *Sparta*, now called Misitra. The principal places on the west shore of the gulf are Kolokythia, or Paleapolis (*Gythium*), on a little river, Rape, Mavroyuni, a village and castle. Vathi, a village on the brow of a promontory, with a castle resembling the ancient castellated mansions of the lesser barons; several other castles of a similar appearance crown the elevations around. Marathonisi, or isle of Fennil (*Cranæ*), is close to the west shore of the gulf; it has only a few trees and a Greek chapel. *Morea. South Coast.*

The village of Marathonisi on the main is built on a rock overhanging the sea, and almost perpendicular on the land side; it has 500 houses built of stone, and with but one story, with a large square tower on the highest part of the rock. The island Servi (*Onu-gnatos*) is close to the S.E. shore of the gulf, to which it was formerly joined by a peninsula; the bay to the eastward of it is the ancient gulf of *Bœæ*.

The east coast of the Morea commences at Cape St. Angelo (*Malea*), north of which is Napoli di Malvasia, *Monembazia* of the Turks, built on a small island (*Minoa*) close to the shore; it has 2,000 inhabitants, Greeks and Turks, but little trade, its port being unsafe. The ruins of *Epidaurus Limera* are north of it on a height, and are called *Palæa Enivasia*, or Old Malvasia. *East Coast.*

The gulf of Napoli (*Argolicus*) has its name from

Morea. East Coast.

from Napoli di Romania (*Nauplium*), a town of 9,000 inhabitants on the east shore near the head of the gulf, and at the foot of Mount Palamides; it is the only town of the Morea that deserves the name of fortified, the works constructed by the Venetians being still in good order. The town is divided into upper and lower, having a wall and several batteries between them; the upper town is also surrounded by a wall with embrasures. On the summit of Mount Palamides, which is a steep barren rock, is a citadel, the ascent to which is by a flight of steps, covered over. The citadel is a pentagon flanked by five bastions, mounting several brass forty-eight and thirty-six pounders, and having within it extensive barracks and cisterns. The west side of the town is protected by a ledge of rocks, on which is raised a rampart of masonry, with several guns. The port of Napoli is within an island, forming two passages, of which the western may be closed by a chain, and the eastern is defended by a fortified tower on the island. Near the east shore of the gulf are many islands; particularly Coronisi (*Pityusa*), Genies (*Haliusa*), which has a good port named Tolon, and Devil's Island (*Ephyra*).

The Lemno-Potamo empties itself into the Bay of Castri (*Hermione*), of which Cape Mela (*Struthuntum*) is the western point. Between the gulfs of Napoli and Athens are the islands Spezia, Hydra, and others. Spezia (*Tiparenus*) is half a league from the main, is six miles long north and south, and not a mile broad; produces only a little

tle wine, and has but one tolerable spring in the middle of the island, and the well water is brackish. It has a town of 600 houses on the N.W., and its whole population is about 3,500. On the north is a port tolerably sheltered, and capable of holding fifteen to twenty ships of 150 tons. Off the S.E. end of the island is the islet Spezia-Paulo. Hydra, near Cape Skylleo, is a rock, with so thin a layer of soil, that it is a common expression to say that the Hydriots have not sufficient earth to bury their corpses; nevertheless they have a town of 1,500 houses, and a good port on the north side of the island: they form a kind of independent republic, and are the most expert seamen of the Greek islands. Hydron (*Aperopia*) is a little island west of Hydra.

The gulf of Athens, of Engia or Salamine (*Saronicus*), separates the Morea from the continent of Greece on the east; it commences at Cape Skylleo (*Scyllæum*) on the west, and is limited by Cape Colonni (*Sunium*) on the east: the modern name of this latter is from nine magnificent columns of a temple of Minerva still remaining on it. On the west shore of the gulf are Damala (*Trœzen*) and Pidauro (*Epidaurus*), celebrated for the worship of Esculapius, situated among ruins. *Chencræ*, the antient port of Corinth, is recognized by the ruins of two jetties; but the only building is a custom-house, where a duty is levied on all merchandize crossing the isthmus.

On the Morea shore of the Gulf of Athens are several islands, *viz.* Poro (*Sphœria*, or Round Island),

Morea. Island and *Hiera*, or Sacred,) north of Cape Skylleo, the channel between which and the main forms the well sheltered port of Pogon. The port of Poro, on the east side of the island, is entered between two ledges of rocks, extending more than a league. It has a little town on an eminence. South of Poro is the islet Calauria, celebrated for the death of Demosthenes, and for a magnificent temple of Neptune. Engia Island (*Æginæ*) is of considerable size, and anciently famous for its commerce. It has a town of 800 houses, is fertile, and according to a traveller of the middle of the last century, was then "so pestered with a sort of red-legged partridges, that all the people are annually summoned by the magistrate to destroy their eggs, or otherwise they would eat up all the corn and occasion a famine." The other islands are Angistri (*Pitionesus*), Gaidronisi (*Patrocleia*), a barren rock, and several islets.

Greece. The north shore of the Gulf of Athens, or Attica, now Livadia, is rocky and lined with islands. The famous ATHENS still exists in the insignificant Turkish town of Setines, or Atines, containing about 8,000 inhabitants, on the Ilissus, two leagues from its mouth. It has, however, still some trade, exporting oil, kermes, madder, veloni, honey, and wax. The *Piræus* is pointed out by the bases of two jetties under water, and is called Porto Leone, from the sculptured figure of a lion, formerly seen here: it receives only small ships through a narrow channel, between banks. *Megara* contains 3,000 Greeks, and is two miles from

Greece. Livadia.

from the sea. Elefsis (*Eleusis*), celebrated for its ancient mysteries in honour of Ceres, is a miserable village of thirty mud hovels, inhabited by Albanians; its haven, between two jetties, receives small craft.

The principal island on the east shore of the gulf is Colouri (*Salamis*), before the port of Eleusis; it is poorly cultivated, inhabited only by Greeks, who have a town of 700 inhabitants on a deep cove on the west side, and some villages. Pelcuda island, W. by S. of Cape Colonni, is surrounded by rocks above and under water.

East Coast.

Following the coast from Cape Colonni to the north, we first meet Port *Panormo*, called Rapti by the Greeks, which is formed by a bay divided into two coves, and sheltered by three rocky islets.

Macronisi, or Long Island (*Helena* and *Macris*), lays E.N.E. of Cape Colonni, the channel within it being safe, and forming a good road; the island is generally low, but has two small elevated islands near it, which make like hills on the main.

The island of Negropont, Egripos of the Turks (*Euhœa*), is separated from the coast of Greece by the Strait of Euripus,* only 100 yards wide, and which is said to have been formed by an earthquake; the strait is now crossed by a bridge. In ancient times this island received the name of the granary of Greece, and it still retains its natural

* The south portion of the channel is called the Canal of Negropont, and the north the Gulf of Thalanda, from a town on the main.

Greece. East Coast.

tural fertility, but its modern inhabitants want the industry of the ancient to call forth its riches; together with Attica it forms a pashalik. Its most remarkable headlands are Cape Rouge (*Petalia*), the S.W. point of which is an island; Cape Gereste the south point; Cape Doro (*Caparetm*) on the S.E., off which is the islet (*Myrtos*); Cape Blanco (*Cenæum*) the N.W. point. Egripo, the chief place, is in the narrowest part of the strait, and is thought to occupy the site of Chalcis, the ancient capital; it has 4,000 inhabitants. Castel Rosso (*Xaristus*) is on the S.W. Port Dailo, a cove north of Cape Doro, open to the S.E. Off the middle point of the island is a group of islets called Skiffi. Negropont was considered one of the most important possessions of Venice in the time of her splendour, and the Turks have still an idea that the Christian powers meditate an attack on it, hence they are very jealous of Christian travellers visiting it.

Within the north end of Negropont, in the pashalik of Joannina (*Thessaly*), are the gulfs of Zeitoun or Isdin, and Volo: the former (*Malia*) has a town of the same name of 4,000 inhabitants, situated on a little river, thought to be the ancient *Achelous;* it has some coasting trade. The gulf of Volo (*Pelasgicus*) is eight leagues long and two wide at the entrance. Volo (*Iolchos*), at the head of the gulf, is an ill-built town with a small castle, among unhealthy marshes, and a haven for small craft. Trichery, on the east shore of the gulf, has 5,000 inhabitants, and is one of the

the most frequented ports of Greece; a number of the Greek vessels are built here. Romelia

The Gulf of Salonica (*Thermaicus*) penetrates into Macedonia, being bounded on the S.W. by the ancient *Thessaly*, along which, near the shore, runs a lofty mountainous ridge, among whose summits are Pelian, Ossa, and Olympus. The S.W. point of the gulf is Cape St. George (*Sepias*). On the west shore it receives the Kostuni (*Peneus*), which flows through the vale of Tempe, and towards the head the Platamona (*Haliachmon*), the Vistritza (*Astreus*), and the Vardari (*Axius*), which latter rises in Hæmus, and has a course of 170 miles. The ports on the gulf are Zagora and Claritza on the west. SALONICA (*Thessalonica* and *Therma*), at the head, the ancient capital of Macedonia, is one of the most considerable towns of Turkey, having 60,000 inhabitants; it is situated among marshes, has a considerable trade, and is the residence of foreign consuls.

The Gulf of Cassandra or Aiomano (*Toronicus*) is separated from that of Salonica by a peninsula (*Pallene*), of which the extreme point is Cape Paillouri (*Canastræum*). Aiomano (*Olynthus*), at its head, is of little consideration.

The Gulf of Monte Santo (*Singiticus*) is separated from that of Cassandra by a peninsula (*Sithonia*), of which the extremity is Cape Drepano (*Ampelos*). Serine is a little town at its head. The peninsula of Monte Santo, *Ægios-Oros* of

Romelia. Ancient Macedonia.

the modern Greeks (*Mount Athos*), separates the gulfs of Monte Santo and Contessa (*Strymonicus*). The eastern point of Mount Athos is Cape St. George (*Nymphæum*), whose triple summit is seen from the Sigeum promontory, 100 miles distant. On the west shore of the gulf of Contessa is Port Istillar, a deep inlet. Contessa, at the head of the Scares river (*Strymon*), and Orphano on the east shore, at the mouth of the Marmora, are insignificant.

East of the Gulf of Contessa are Cavailla (*Neapolis*), Bournon, Ulpia, *Topiris* on the Karasoui (*Nestus*), Marogna and Macri. East of this latter is the gulf Ænos (*Stentoris lacus*), which receives the Maritza (*Hebrus*), whose source is in Mount Hemus, and its course fifty leagues; it is navigable for large boats to Adrianople, the second city of Turkey, twenty-four leagues from its mouth.

The gulf of Saros (*Melanes*) is separated on the south by the ancient Thracian Chersonesus from the Dardanelles. The north point of the gulf is Cape Paxi (*Sarpedonium*). Ibridgi, on the north shore, is the only place of any note.

TURKEY IN ASIA.

The maritime Asiatic dominions of Turkey in the Mediterranean, comprehend the east and south

south coasts of Asia Minor,* and the country of Syria. Anatolia. West Coast.

The west coast of Anatolia is indented by a succession of gulfs, and lined with islands. Commencing at Cape Janissary, the south point of the entrance of the Dardanelles, we first meet with Cape Troy; half a league south of which the celebrated Scamander now empties itself, and is an insignificant torrent, called *Kirke-Zeuler* by the Turks. From Cape Janissary hither the distance is eight miles, and the coast is composed of perpendicular granite rocks, 300 feet high, whose summits form a platform, on which are some villages and ancient ruins, seen at a great distance from sea.

Six leagues south of Cape Janissary are the ruins of *Alexandria Troas*,† Eski Stamboul, or old Constantinople of the Turks: the whole of the walls, flanked with towers, still remain. It had a haven, formed by a jetty on the south, and by Cape Touzelek, and some rocks off it, on the north; but which is now entirely filled with sand. South of the ruins are two thermal springs.

The first gulf, coming from the north, is that of Edremid (*Addramyttemus*), of which Cape Baba (*Lectum*) is the north point, and is high, but level

* The peninsula of Asia Minor is divided by the Turks into the provinces of Anatolia, on the west; Caramania, on the east; and Roum, on the north.

† Alexander, after gaining the battle of Granicus, repaired to this town to sacrifice to Minerva, and having enriched and adorned it, gave it his name.

Anatolia. West Coast.

on the top, making like an island when first seen. Within the cape is the village of Baba, celebrated for its sword blades, defended by a poor fort, and with a small haven for boats, formed by a jetty of loose stones. The chief places on the gulf are on the north shore. Asso (*Assus*, in ruins), and Antandros. Edremid, or Landermitta (*Adramyttium*) at the head of the gulf, anciently a considerable and rich town, is now inhabited only by a few Greek fishermen. On the south shore of the gulf is Sidonia, before which are the islands Musco-Nisi (*Hecaton Nisi*), or Isles of Mice.

The Gulf of Stigia (*Argenussiæ*) has Cape Colouri for its south point. Pergama, at the foot of a steep rock, on the bank of the Grimasti (*Caicus*), which falls into the gulf, was a celebrated town of antiquity, and is still considerable; its port, named Jalea (*Elaea*), is at the mouth of the river. Before the gulf are the islands Janot (*Argenussæ*).

The gulf of Uzelaffi, or Sandarli (*Cumæus* or *Cyme*), has the towns of Nemourt (*Cuma*) and Sandarli. Phokea * of the Greeks, Foilleri of the Turks (*Phocæa*), is an inconsiderable village, between the gulfs of Uzelaffi and Smyrna; but has a good port, sheltered by a group of rocky islands, called the Ants. †

The Gulf of Smyrna (*Smyrnæus* and *Hermeën*) is

* Supposed to be named from the number of seals, in Greek Phoca, taken near it.

† Three are of some size, named St. George, Great Island, and Little Island.

is formed on the west and south by the irregular peninsula of *Erythræ*, composed of two ridges of lofty hills, one of which terminates at *Karabouron* or the Black Cape (*Melæna Prom.*), a stupendous mass of woody precipices, two of whose peaks are named the Brothers, or Paps.* The whole of this mountainous peninsula is interspersed with thick forests, abounding with wild hogs and game. The isthmus that unites it to the continent is level and well cultivated. The gulf is twelve leagues long, terminating in a kind of basin, called by seamen the Bay of Smyrna. On the north shore it receives the Sarabat (*Hermus*), celebrated for its golden sand, and which is increased by the still more famous *Pactolus*. Menomen, at the mouth of the Hermus, is the ancient *Temnos*. Before the river are several sand banks and drowned islands. On the west shore of the gulf, two miles within Karabouroun, is English Island; and two leagues further are the islands Vourla (*Clazomenæ*), the principal of which is named Long Island by Europeans, and Kiuslin by the Turks (*Drymusa*); the second is named St. John (*Marathusa*). They are uninhabited, but abound in game and rabbits. Anatolia. West Coast.

Smyrna, *Ismir* of the Turks, at the head of the gulf, is the third city of Turkey, having 120,000 inhabitants, Turks, Greeks, western Christians, and Jews. It is the grand emporium of the com-

* Paps is the name commonly given by seamen to round mountains, terminating in a small peak, from their resemblance to a woman's breasts.

Anatolia. West Coast.

merce of the Levant, and all the trading nations have resident consuls here. It has two castles, of little strength, commanding the city and anchorage. The European christians have a distinct quarter of the town allotted them, called the Frank Street. Smyrna dates its foundation 1100 years before the christian era, and claims the honour of having given birth to Homer and Bion. A deep grotto, in which the little river Melas has its source, is thought to be the spot where the father of poetry received his birth, and where he composed his poems.

On the west shore of the peninsula of Erythræ, opposite the Isle of Scio, is Coron-Tchesmé, or *the Dry Fountain*, celebrated for two great naval battles; the first gained by the Romans over the fleet of Antiochus, and the second by the Russians over the Turks, in 1770. Tchesmé is a small town and castle, on the site of the ancient *Cissus*. *Erythrea*, celebrated for the oracles of the sybil, is thought to have been about two leagues to the north of Tchesmé, where is now a village called Rytre.

The Gulf of Scala Nova (*Ephesus*) is formed on the north by the peninsula of Erythræ, whose south point is Cape Bianca, or White Cape (*Argennum prom.*) Scala Nova * (*Neapolis*), at its

* The principal trading towns of the Levant are called in Italian *Scala*, in French *Echelle*, from the usual method of landing goods, which is by *ladders*, formed into a kind of bridge, from the boats to the shore. In some English works we have seen this word translated *scale*.

its head, is a populous town, with a castle and considerable trade; near it the ancient *Caystrus*, called by the Turks Kitchik-Minder, or Little Meander, and also Kara-Soui, or Black Water, empties itself among marshes. Bodroun Island (*Teos*), on the north shore of the gulf, is celebrated as the birth-place of Anacreon. *Lebidus* and *Colophon*, also on the north shore, are entirely destroyed; but one of the ports of the latter still exists, and is called Zillé. *Ephesus*, celebrated for the temple of Diana, is thought to have stood a little south of the present village of Aio-Tsoluk, or Assya Luk,* near the Caystrus; and immense ruins are still seen here.

Anatolia.
West Coast.

The Gulf of Ufabassi, named from a little river at its head (*Latmos*), has for its north point Cape St. Mary (*Trigelium*), and for its south Cape del Arbre. It receives the river *Mæander*. (Boudjuk-Minder, or Great Mæander of the Turks), whose tortuous course is said to be 200 miles: towards its mouth it is deep, muddy, and rapid. The city of *Miletus*, the capital of Ionia, and celebrated as the birth-place of Anaximander and Thales, was on the south shore of the gulf, and its ruins are thought to be those seen near the little village of Palatchi.

The Gulf of Assem-Kalasi (*Mylassa*) Cape Angeli,

* Corruption of Ægios-Theologos, the holy theologist, a name given by the modern Greeks to St. John the Evangelist, whom they consider as the founder of the church of Ephesus, and who, as well as the Virgin Mary, died here.

Asia Minor. West Coast.

Angeli, south point, has its modern name from a town (ancient *Jassus*) at its head, on a little peninsula formerly an island. On the south shore of the gulf the ancient *Myndus* is recognized in Myndes; and the village of Mylassa is built among the ruins of the ancient town, which had a port on the Ceramic gulf.

The Gulf of Stanco (*Ceramicus*) has Cape Crio (*Triopium*) for its south point. On the north shore, two leagues within the gulf, are the ruins of *Halicarnassus*, called Boudroun by the Turks. Larzo, at the head of the gulf, and Stadibo, on the south shore, are of little consequence. At the entrance of the gulf, close to the shore, are the islands Salvada (*Iso* and *Argies*).

The gulf of Symia (*Doridis*) has Cape Crio for the north point, and Cape Volpe (*Cynossema*) on the east: the island of Symia, before it, is small and rocky, but inhabited. The rocks round it afford quantities of sponge, diving for which is the chief employment of the inhabitants. On the north shore is port Genovese, the ancient *Cnydus*, celebrated for the worship of Venus. Between the Gulfs of Symia and Macri are Port Cavalier, Port Marmorice (*Peræa*), an extensive land locked basin,[D] Port Physco (*Physcus*), and Port Eskilis.

The Gulf of Macri (*Glaucus*) runs in two leagues between high shores, and terminates in a fine valley. On the west shore is Mount Dœdalus. The ruins of *Thelmissus* are seen on a little river, and near them is the present little town of Macri. Port Symbolo is also on this gulf, and receives the ancient

ancient *Glaucus*, a small transparent stream. In the gulf are several islands.

The ancient *Xanthus*, Ex-Senide of the Turks, empties itself east of Mount Cragus, within the islands of Serpent and Polcello. Farther east are the ruins of a magnificent amphitheatre, supposed to mark the site of the ancient *Patera*.

The island of Castel Rosso (*Cisthenia, Phenicia*, and *Megista*,) is half a league in circuit, and separated from the main by a very narrow channel. It is a great perpendicular rock with a village of 100 houses, whose inhabitants are seamen employed in conveying timber to Alexandria. The village is on a rocky point at the foot of a perpendicular hill, and on the point is a small fort; a castle built by the Venetians is in the middle of the village. The island has but one small spring, but ships are supplied with rain water from cisterns. Cacamo (*Myra*), with great ruins, between Castel Rosso and Cape Chelidoni (*Sacrum*). Off this latter cape are several banks above water.

In the Gulf of Satalia, east of Cape Chelidoni, are Porto Venetico (*Olympus*), and Fionda (*Faselis*). SATALIA, on the site of the ancient *Olbia* and on the Duden-sooui (*Cataractes*) has 30,000 inhabitants, and a considerable trade with the Archipelago. Kupri-bazar and Kara Hissar, on the Kupri (*Cestrus*), are thought by different writers to be the ancient *Parga*. In the neighbourhood of Kara Hissar, vast quantities of poppies are cultivated for the making of opium.

To

Caramania. To the east of Satalia the ridge of Taurus approaches the coast and projects into the sea in steep rocky cliffs. The principal places in succession are Candeloro (*Side*), at the mouth of a little river; Alayiah (*Ciracesium*), on a peninsula; Selenti (*Selinus* and *Trajanopolis*), on the Selenti, where Trajan died; Antiochetta (*Antiochia ad Cragum*); Charadro, Anemur, on a promontory; Porto Figuero, a cove sheltered by an island on the west, has fresh water; Celindro or Kelmar, near which are the ruins of *Celenderis*; Selefkeh (*Seleucia Trachea*) on the river Kelek (*Calycadmus*), has a harbour named Port Cavalier; Curco (*Corycus*): farther east stood *Soli*, whence the term solecism is derived.

Tarsus, once the rival of Athens and Alexandria, is now reduced to a poor village, but while the workmanship of man has disappeared, nature still remains the same. The silver Cydnus* washes the mud-huts of the present Tarsus, as it did the majestic temples and palaces of the ancient, and fertilizes the still luxuriant plain where Sardanapulus had engraved at the foot of his statue, "enjoy life; all else is nothing." It was also on the Cydnus that Cleopatra displayed her magnificent barge, and by her voluptuous charms transformed a conquering monarch into an obsequious lover. This little river is likewise celebrated for the death of the Emperor Frederick Barbarossa, who was drowned in it in 1189, when going into Palestine with an army of the Cross.

Adana

* Now Saleh.

Adana is a town of 5 to 6,000 inhabitants, on the Seihoun (*Sarus*), which issues through a chasm in Mount Taurus, the angles of which correspond so exactly as evidently to denote its being formed by a sudden convulsion. Caramania.

The Gulf of Scandaroon or Alexandretta (*Issicus*) is limited on the north by Cape Mallo, and on the south by the *Raz-el-Kanzir*, or Cape of the Wild Boar, in Syria, distant from each other seven leagues. Near the north shore are some dangerous shoals, but the southern is clear. On the former are Aias (*Ægæ*) at the mouth of the Pyramus. Ajaccio, a considerable town and castle on the Issus. Byas, a large walled town and castle, has a good trade with Cyprus, Syria, and Egypt.

Syria is bounded on the north by the mountains Almadagh (*Mons Amanus*), and extends along the coast from the river Byas to the torrent of El-Arisch, which separates it from Egypt. A chain of lofty hills line it throughout its whole length, whose foot is from one to eight leagues from the shore. Amongst them Mount Libanus, the sacred *Lebanon*, rises conspicuously behind Tripoli; its forest of cedars is, however, now reduced to about twenty trees, but they are of enormous size. The rivers which find their way to the sea descending immediately from the mountains, are generally but torrents, which are nearly dry in summer, but are much swollen in winter. Syria.

The

Syria. The sea has considerably receded from the coast of Syria, particularly in the Gulf of Alexandretta, where are still seen the walls of a castle erected by the Mamelukes, now one mile and a half from the shore, and in which there remain the rings to which ships made fast. This accession of land is produced by the prevailing northerly winds in winter, which cause a great surf that throws up sand on the flat beach.

Alexandretta, *Scanderoon* of the Turks, or Little Alexandria, was built by Alexander the Great after the battle of Issus. The foundations of the ancient city to a great extent are visible in many places a mile a half south of the present town, which latter is a miserable open village of 200 houses, close to the foot of the mountains, and amongst deadly marshes, which render it insufferably hot as well as unhealthy in summer, in which season the Europeans who reside here for commercial affairs retire to Bylan, a healthy village in the mountains, three leagues distant. The English have at Alexandretta a factory in the centre of a piece of ground of five acres, walled in. The town is supplied with water from a remarkable fountain, called Jacob's Well, which gushes from the foot of a rock amidst the ruins of the ancient city; this water is extremely pure, and finds it way to the sea. The trade of Alexandretta may be estimated by the number of vessels that, on an average, enter it annually, viz. seven French from Marseilles, five to six English, five Dutch, seven Venetians, besides several

several vessels from Turkey and Egypt, chiefly English and French. The road of Alexandretta has good anchorage, but the sudden gusts of wind from the mountains, named *rageas*,* require ships to be well found with anchors and cables. Small vessels lay a mile from the town in eight fathoms, and large ones in fourteen or sixteen. Syria.

Between Alexandretta and Byas are the remains of some masonry, believed by the Jews of these places to have been pillars erected to mark the spot where Jonas landed when thrown up by the whale; and between these pillars and Alexandretta is a remarkable rent from top to bottom of a high mountain, which from the correspondence of its opposite sides, seems to have been produced by an earthquake.

The Gulf of Antioch is separated from that of Alexandretta by Cape Kanzir (*Mont Rhossicus*), and on the south is limited by Cape Ziaret. The north shore is mountainous for fifteen leagues from Cape Kanzir and from thence to the river *Orontes* it is low. This river, called by the Turks Nahr el Aasi,† is the principal one of Syria, having a very tortuous course of sixty leagues. In summer it is only prevented from running dry in several places

* The ragea is the name given to these squalls by French seamen; it seldom lasts above an hour or two, but it blows with extreme violence. Its approach is denoted by the mountains to the east being topped with a cloud. It does not blow horizontally, but is seen to gush like torrents of rain down the chasms of the mountains, varying with their directions. It is not felt out of the gulf.

† Or the Rebel, from the velocity of the stream.

Syria. places by elevated ridges, which are fordable a great part of the year. From autumn to spring it is navigable for large boats twenty leagues from the sea, into which it empties itself by two mouths. Six leagues up it, and at the foot of a very high mountain, is situated *Antioch*, Antakia of the Turks, once the rival of Rome, now a small but well built town, with large manufactories of silks and woollens.

Near the mouth of the Orontes was situated *Seleucia Pieria*, whose ruins attest its grandeur. It is now called Kepse, and a mile below it is the present port of Antioch, called *Soldee* or *Suadea*, where the only buildings are magazines of reeds, thatched with date branches, for the reception of the merchandize intended for Antioch.

Latakia (*Laodicia ad mare*) is a well built town on an elevation nearly a mile from the shore, and three leagues east of Cape Ziaret. Its inhabitants are 4,000 Turks, 2,000 Greeks, and a few Jews; the port town, about half a mile from the city, contains 300 houses and large magazines. The trade is considerable, particularly in the export of tobacco, cotton, and semamum oil. The port is formed by two jetties; but one half of it is choked up by the sand carried into it from the sea, and in the other the greatest depth is fourteen feet. The English have a resident vice-consul here. The neighbourhood offers many antiquities.

South of Latakia are GEBILEH (*Gabala*) at the foot of Mount Cassius, whose base is washed by the sea, and which of the Syrian mountains is next to Lebanon

Lebanon in elevation. In this territory grows the superior tobacco, known by the name of Latakia. Syria.

Ruad Island (*Aradus*), on which was anciently a great city, not a vestige of which remains, is now a barren and uninhabited desert without fresh water, but near it a spring rushes up in the sea. Opposite it, on the main, is Tortosa (*Anti Aradus*). Here the country of Phenicia commences, being bounded on the north by the little river *Eleutheros*, now called Nahr Kibber.

Tripoli, *Tarabolus* of the Arabs, is on the Nahr Kader, one mile and a half from its mouth, and has 15,000 inhabitants. The surrounding marshes render it unhealthy, and its road, though sheltered by two islands, Rabbit and Pigeon, and tolerably secure in summer, is dangerous in winter, both from the foulness of the bottom and the strong winds. To the south is a projecting promontory named by the Greeks *Theo prosopon*, Face of God. Further south are Botroun (*Botrus*) and Gobail (*Biblus*), with 6,000 inhabitants, its ancient port is entirely ruined: both in the country of the Maronites.* Three leagues south of Gobail, the Nahr Ibrahim (*Adonis*) empties itself: it is now as celebrated for the wines of its territory, as it was anciently for Adonis being wounded on its banks by a wild boar. Phenicia.

Beirut (*Berytus, Felix Julia*, and *Felix Augusta*)

* The Maronites are Christians of the Catholic church, who chiefly inhabit a district of Mount Lebanon. The residence of their patriarch is at a monastery on this mountain.

Phœnicia. is on a cape in the country of the Druses,(E) surrounded by a fertile territory, and having 7 to 8,000 inhabitants. It exports some raw cotton and silk to Egypt. Its road is exposed, but it has a jetty for boats, and near it are the remains of two columns, which contend with those of Byas, for the honour of standing on the spot where Jonas was thrown up. The Nahr Kath, or Dog River (*Lycus*) empties itself north of Beirut, and the Nahr Tamour (*Tamyrus*) on the south.

Seyde, the celebrated Sidon, placed on an elevation, has 10 to 12,000 inhabitants, and a considerable trade, being the nearest port to Damascus. Its road is sheltered by a rocky islet, and it has also a haven for small craft within two jetties. It is supplied with water from the Nahr el Aula, a league north. Cape Serfante, a double pointed promontory, is three leagues south of Seyde, and has a light-house. Sarland (*Sarepta*) was formerly famous for its wines and iron mines.

Sur, *Tyre the Queen of the Sea*,* is now a miserable village of 5 to 600 souls, whose poverty is perpetuated alike by the depredations of the Arabs, and the extortion of their Turkish masters. It is situated on a rocky barren island, joined to the main by a causeway, by Alexander the Great, and which the retiring of the sea has changed to an isthmus. It has two ports, both sheltered by rocks,

* Tyre was founded by the Sidonians, whence it is called the daughter of Sidon.

rocks, running off from the north and south points of the island. The ancient haven is on the N.E. and is an artificial basin, only 150 paces in diameter, with a very narrow entrance. The village is surrounded by a wall in ruins. This is the only place on the coast of Syria, where a good port may be constructed, at a small expense, by constructing a pier on the rocks already noticed. A league south of Tyre is Solomon's well, 150 yards from the sea, and though 50 yards deep, the water overflows into a reservoir, which supplies a canal that turns two mills. Near it is a lesser, also overflowing well. Phenicia.

Cape Blanco (*Album*) two leagues north of Acre, is a calcareous rock white as chalk, near which the Made Soui (*Leontes*) empties itself. St. John d'Acre (*Acco* and *Ptolemais*), celebrated for the glorious defence made by Sir Sydney Smith, and a few seamen and marines, in conjunction with the Turkish garrison, against the French army commanded by Buonaparte, is a pretty large town of 15,000 inhabitants, built on a promontory; it had formerly a good pier haven, but which now only admits boats, and its roads being unsafe in winter, in this season ships usually anchor at Haiffa, or Caiffe (*Lycaminus*), on the opposite shore of the bay. A considerable trade is carried on from Acre, and the trading nations keep consuls here.

The Kardane Soui (*Belus*) empties itself south of Acre: its sand, which still contains particles of glass as in the time of Pliny, is taken off by the

Phenicia. Venetians for their manufactory of mirrors. Further south is the Nahr-el-Mechatte or *Kison*, which was the tomb of the 450 prophets of Baal, and whose mouth is now choked with sands.

Cape Carmel is the south point of Acre bay, and one of the most remarkable headlands of the Mediterranean, having the form of a flattened cone, 2,000 feet high; it is thought to have received its name from its ancient fertility, Carmel in Hebrew, signifying Vine of God, and denoting a fruitful spot, or a place planted with fruit trees. It is the extreme point of Mount Carmel, celebrated for the dwelling of the prophets Elijah and Elias, and of the numerous anchorites in the early ages of Christianity, whose grottoes in the rock are still seen; and one of which serves as the chapel to a Carmelite convent, while another is converted into a Turkish mosque.

South of Cape Carmel the coast presents a series of rugged mountains, clothed with oaks and firs, and affording retreats to wild boars and lynxes. Castel Pelegrino, or the Castle of the Pilgrims, is four leagues south of Cape Carmel, to which succeeds Kaiserea (*Cæsarea* and *Turrus Stratonis*) now a heap of marble ruins, and Arsur (*Apolonius*) a Turkish fortress.

Jaffa, the *Joppa* of the Bible, and in Phenician Japho, the handsome, contains a thousand inhabitants, and is the usual landing place of the pilgrims, who come by sea to visit Jerusalem. It is surrounded by a stone wall, with several alternate squares and round towers, and in the centre is an

an old ruined citadel. Its ancient pier haven is choked up, and the road is rocky and uneven; a great surf also beats on the shore. Here is placed the scene of the story of Perseus and Andromeda. *Phœnicia.*

Scalona, the ancient *Ascalon*, is a poor village; it was formerly celebrated for the species of onion, the Greek name of which we have corrupted to *eschalot*. Further south is Damor, or Tamora, where Sampson tore open the head of a living lion, and found it filled with honey. Gaza, *Zazza* of the inhabitants, on an eminence amongst date trees and gardens, is the residence of a Turkish pasha, and defended by a castle; between it and Jaffa there is no running stream, but fresh water may be procured by digging holes in the sand of the beach. Near Gaza is Mount Soron, still fertile in fruits and pasture.

The Ionian islands are situated in the Ionian Sea, near the coasts of South Albania and the Morea. Prior to the French revolution, they were subject to Venice, but were ceded to France by the treaty of Campo Formio (1797). In 1799 they were taken by a Russian and Turkish fleet, and were erected into an independent republic by the name of the *Seven Islands* (Cerigo being included) and acknowledged as such by the different powers, at the general peace of Amiens. During the late wars, these islands have been occupied by the different belligerents in succession; and France succeeded in keeping possession of Corfu with a strong garrison. *Ionian Islands.*

Corfu. CORFU (*Scheria* and *Corcyra**) has its modern name from the Greek *Koriptos*, denoting the ruggedness of its surface. It is separated from the coast of Albania by the canal of Corfu, four miles broad. The island is nearly triangular, about sixty leagues in circuit: the N.W. point is Cape Sidero, and the S.E. Cape Blanco. The produce of the island, in corn and wine, is only sufficient for the consumption of its inhabitants for a few months of the year; it has but little wood except olive trees, no wild animal of chase, and but little feathered game. Its objects of commerce are oil and salt. It has but one stream deserving the name of river, whence it is called simply Potamo; at its mouth Ulysses is supposed to have landed, and a league N.W. of Corfu is the little rivulet where he met Nausica.

The population of Corfu is about 60,000 souls, and under the Venetians it afforded a revenue of about £17,000.

Corfu, the chief place, is on the east, strongly situated on a rocky promontory, and defended by three forts. Its population is 15,000, half Greeks, half Italians. The road is on the N.W. of the town, and is sheltered by three small islands; Vido, a mile in circuit, and covered with olive trees; Condilonin, or Caloyero (the Monk), a large rock with a ruined church; San Dimitri, on which is the lazaretto.

The other places of any note on the island, are the

* Corcyra, the daughter of Æsopo.

the port of Gouin, two leagues N.W. of Corfu, it is a natural basin surrounded by marshes, and hence unhealthy; here the Venetian gallies used to refit. Ipso, on the beach; Castrades, a village on a cove south of Corfu; Leukima, a village on a rivulet, that may be entered by boats; Port Catena, or Salinas, on the north, a natural basin with a very narrow entrance covered by an islet, it is now nearly filled up with sand, and is thought to be the port of the Pheaceans, on which was the city of *Chrysopolis*. Corfu.

Off the north of Corfu are the islands Merlera and Fana (*Othonos*), which latter claims the honour of being the isle of Calypso; it consists of a single hill, whose summit is covered with pines, but on the margin of the sea is some meadow land; it is uninhabited. On the west side of Corfu are the two uninhabited and low isles of Samondrachi.

Paxo (*Ericusa*) is seven miles south of Corfu; it is five miles long and two broad, rocky and generally barren, but affords some oil, wine, and fruits, in small quantity. It has three good ports, of which that named Porto Gai is mentioned by St. Paul in his Epistles, and on the site of his supposed residence a chapel is built. The absence of any venomous or hideous reptile in this island, is ascribed to this saint; and according to popular belief, a person of the neighbouring countries, where such reptiles are found, being bitten, has only to ascend a hill, and get a sight of Paxo, to be cured. San Nicholo, the only town of the Paxo.

Paxo. island, is on the east. Anti-Paxo a league south of Paxo, is uninhabited and uncultivated.

Santa Maura. SANTA MAURA (*Leucadia*) is separated from the coast of Albania by a channel but forty yards broad, through which small boats only can pass, and which is supposed to have been cut by the Corinthians, the island being anciently a peninsula. It is nearly round, twenty leagues in circuit. Cape Ducato, its S.W. point, is the celebrated promontory of Leucadia, or *Lover's Leap*, and certainly a jump from it is an almost infallible remedy for every care, being a perpendicular mountain precipice overhanging the sea, with a great cavern on each side, and on the summit, the ruins of a temple of Apollo.

Santa Maura is composed of mountains, but is tolerably fertile, producing corn, wine, oil, fruits, and good pasture. It has some lagoons, which afford a great quantity of salt, and eels of an enormous size. Its population is 16,000 souls. Amaxichi, the chief place, is on a plain on the south, and has 6,000 inhabitants; it is defended by a citadel. Port Delpene is also an excellent harbour. In 1810 this island was taken from the French by the English.

Cefalonia. CEFALONIA (*Cephalenia*) is the most considerable of the Ionian islands, having sixty leagues circuit, and containing 80,000 inhabitants. Its coasts are indented with deep gulfs, and it is generally composed of barren mountains, but its vallies afford wine and timber for ship building,

as

as well as a great quantity of currants* for export, and corn for half its annual consumption, the deficiency being brought from the Morea. It has few domestic animals except goats, nor any of chase except some foxes. Two of its caverns are covered with stalactites and the resort of innumerable wild pigeons. It is the most commercial of the Ionian islands, having 150 vessels belonging to it, of which fifty are above 100 tons. Argastoli the chief place, is on the south, and is a dirty little town unhealthily situated near the marshes, but has a spacious harbour secure in all winds. Two leagues from it is the fortress of Axo on the summit of a hill, intended as a place of refuge in the descents of the Corsairs. On the east coast is Val d'Alexandria, a port two leagues in circuit, surrounded by mountains and only inhabited by a few fishermen. Port Viscardo on the north (the ancient *Panormus*) is small but secure; it has no inhabitants. Cape Viscardo, the north point of the island, and Cape Capra (*Ennos*) the south, the latter is very high and covered with timber; on its summit are found a quantity of human bones, which are accounted for by supposing that the islanders fled hither for security in a descent of the Turks, by whom a great number of them were massacred on the spot. On this cape are also the ruins of a temple of Jupiter. Cefalonia.

THEAKI, or Little Cefalonia, the celebrated *Ithaca*,

* The currant is a species of small raisin, first imported into western Europe from Corinth whence their name.

Ithaca. *Ithaca*, is ten leagues in circuit and has 6,000 inhabitants; although composed of rugged mountains, it is well cultivated and exports some corn and currants. The principal village is on the port of Lia on the east, which is fit for the largest ships. The bay of Vathi on the N.E. (*Phorcys*), and fort Squisiosa (*Rethios*) on the north, have both good anchorage. Theaki is surrounded by many little uninhabited islands which afford pasture to cattle.

Zante. ZANTE (*Zacynthos*) is opposite Cape Tornese in the Morea: it has twenty leagues circuit and 50,000 inhabitants, of whom 30,000 are of the Greek church, and are said to retain more of the customs and dispositions of the ancient Greeks than any of their countrymen. Zante is mostly level without running water or timber trees, but produces abundance of fruits, particularly currants of which it exports ten millions of pounds annually, besides olives and olive oil; its corn is only sufficient for three months consumption. Its wine is esteemed.

Several fountains of mineral pitch are met with on the island,* as well as a sulphureous spring and other mineral waters. On the north shore are several deep caverns the resort of seals, the taking of which for their skins and fat principally occupies the people of a village on this coast.

The town of Zante is on the east side of the island, built at the foot and on the side of a hill, on

* Herodotus notices a *lake* of this substance on the island. *Herod. in Melpomene.*

on whose summit is an old castle; it contains 12,000 inhabitants, of whom 3,000 are Jews; its port is capacious but exposed to the N.E.; that of Cherri (*Nata*) on the west, is only fit for small vessels who anchor within two islets. The European nations have consuls at Zante. Zante.

The Staffadia islands (*Strophadæ*) lay off the gulf of Arcadia in the Morea. The largest has some small trees, grass, and fresh water, and is inhabited by about forty Greek monks in a fortified monastery, dedicated to the Redemption, and which contains the remains of St. Denys, one of the most venerated Greek saints. The monks receive male strangers with hospitality, but no woman is admitted to set foot on their island, from which even female animals are excluded. The lesser island is uninhabited, but pastures some sheep and abounds in hares. The Strophades are celebrated by the poets of antiquity as the residence of the Harpies, who devoured all the victuals set before strangers,* a fiction probably derived from these islands being then, as they are now, the retreats of pirates and robbers. Staffadia.

The island of CERIGO (the celebrated *Cythera*) is distant from Cape St. Angelo in the Morea four leagues. It is twenty leagues in circuit: its coasts present an unchearful assemblage of confused rocky precipices rising in sharp points; the interior is also generally mountainous and rocky, but the vallies afford corn enough for its consumption Cerigo.

* Virgil Eneid. Book III.

Cerigo. tion, besides some wine, oil, and silk. In the middle of the island, on the summit of a rocky hill, are found vast quantities of petrified bones which have divided the opinions of naturalists; some supposing them to be human and that this was the ancient burying place of the island,* while others believe them to belong to the seal genus, vast numbers of which having been assembled on this spot, perished by some accident and that the mountain was afterwards raised above the waters by a volcano, of the ancient existence of which there is evident proof in three craters.† The island is said to contain porphyry, whence it is sometimes called *Porphyreus* by the ancients. In the centre is said to be a spring whose waters are *anti-aphrodisiac.*

Cerigo abounds in hares, partridges, woodcocks and above all turtle-doves, the bird of Venus, of whom this island is supposed by the poets to have been the favorite residence. Vast flocks of quails also traverse the island in autumn on their passage to the coast of Africa.

The population of the island is 6,000, who have little external communication, the island being seldom visited except casually by ships waiting for a wind to go into or out of the Archipelago; the chief place, called Capsigli by the natives, is on a high rock on the south coast and has only an open cove for ships. San Nicolo (port of the *Phenicians)* on the S.E., has a port with a mole for small craft, two

* Splalanzani. † Chevalier, &c.

two miles from which is a grotto, which the inhabitants pretend was the retreat of St. Sophia. Cerigo.

Between Cerigo and Candia are some lesser isles, of which Cerigotto (*Ægilia*) is the most considerable and is a great rock inhabited by some Greeks and Turks who have absconded from their countries for crimes, and who are perfectly independent, residing in huts of branches of trees, and having a few boats in which they fish and visit Cerigo, whose inhabitants entrust them with some cattle to pasture; this island is one of the haunts of the pirates of the Morea. Ova or Egg island (the ancient *Epla*), is a large conical rock 500 feet high, off the south coast of Cerigo. Pourri, or Porese, are two groups of rocks N.W. of Cerigotto, and the Couffs are two great rocks S.E. of Cerigo, having their name from a resemblance to a kind of large baskets used in the Levant. The Dargoneers are a cluster of rocks three leagues from the east end of Cerigo, with good anchorage near them.

TURKISH ISLANDS.

The opinion of the ancients, that the islands of the Ægean Sea are the summits of the mountains of a country submerged by the irruption of the Black Sea, is strongly supported by their general appearance, most of them seeming to have suffered the ravages of a violent inundation, which washing away the soil left only the naked rock. The broken shores of this sea also corroborate this supposition, Archipelago.

Archipelago. supposition, as well as the position and appearance of the islands which cross its entrance on the south. Of these Candia is the principal; and it is remarkable, that the north side of this island is much indented, while the south presents nearly an unbroken continuity. On the west the islands of Cerigo, Cerigotto, and others, seem to be the remains of the land that united Candia to the Morea, while on the east, Scarpanto and the other intermediate islands between Candia and Rhodes, and Rhodes itself, probably, formed a connected land to Asia Minor.

The Islands of the Ægean Sea may be divided between Europe and Asia, according to the following limitation. Suppose a line drawn from the entrance of the Dardanelles, passing between Lemnos and Tenedos, between Skyros and Ipsara, and to the S.E. between Stanpalaia and Cos, and between Candia and Scarpanto, then all the islands on the west side of this line will belong to Europe, and all those on the east to Asia.

In general, the lesser isles of the Archipelago are masses of uncheerful rock almost bare of vegetation; and hence it was, doubtless, that several of them were appropriated as places of banishment by the Romans, for such persons as they wished to destroy by *ennui*. Their climate is more temperate than that of the neighbouring continents, winter being scarce felt even in the most northern, while the heats of summer in the southern are temperate, by the prevailing northerly winds blowing over a tract of sea. In this last season,

season, however, thunder storms are frequent, and sometimes do much damage. With respect to salubrity, Chio, Metylina, Cos, and Naxos, are esteemed the most healthy, while Samos and Milo are very unhealthy. Archipelago.

The navigation of the Archipelago is very dangerous in winter, for the waves having little room to extend themselves, form a confused sea, rising to a great height, and breaking with fury against the islands.

CANDIA, called *Icriti* by the Turks, the ancient *Crete*, is situated across the entrance of the Egean Sea. It is sixty leagues long and twelve broad, and is mountainous but extremely fruitful. It has no stream that deserves the name of river, but is abundantly watered by rivulets descending from the mountains to the sea. The climate is in general temperate and healthy. In December and January heavy rains fall in the plains, but there is seldom either snow or frost. In the summer the heats are tempered by the diurnal sea breezes called *imbat*, which blow from eight or nine o'clock in the morning till the same hours in the evening, and whose directions vary on the different coasts, being from the north on the north coast, and from the S.W. on the south. The land winds on the north coast, and particularly at Canea, are deleterious, sometimes even suffocating the persons exposed to their first force. Candia.

In vegetable productions Candia is excelled by no country of the Mediterranean. Its mountains are covered with forests, and abound with aromatic

Candia. matic plants, particularly the *dictame*, celebrated by the ancients for its medicinal virtues, and which is said to be found only on this island. The rivulets are bordered with myrtles and rose laurels, and the vallies covered with orange, lemon, almond, olive, and other fruit trees. The island also affords cotton and silk for export.

The wild animals are deer, hares, and goats. There is neither beast of prey nor venomous reptile, except a few snakes, and it is not even certain that they are venomous.

Crete is one of the most celebrated islands of the Greek and Roman mythology. Here Jupiter was born, near the source of the Tortona*, and on the banks of the Therena† he celebrated his marriage with Juno. Here also reigned Minos.

Mount *Ida*‡, whose summits are usually covered with snow in the winter, is nearly in the centre of the island. The *Lethe*, or river of oblivion, is an insignificant stream which empties itself on the south coast, on which is also the famous labyrinth.

The little isles Leucas, on the north coast, are celebrated for the trial of skill in music between the Muses and the Syrens; and on the same coast is the river Platamona§, in which, while Europa bathed, the nymphs danced round and sang hymns to love.

A de-

* In the Gulf of Candia, one league west of the town.
† A league and half east of Candia.
‡ Called Psitoriti by the Turks.
§ Three leagues west of Canea.

A detailed history of Candia does not come within the limits of this work, but a sketch of its revolutions since the fall of the Roman empire may not be misplaced. On the division of the empire this island remained attached to that of the east, and Baldwin, Count of Flanders, when seated on the throne of Constantinople, granted it to Boniface, Marquis of Montserrat, as a reward or payment for the assistance he had afforded him. Boniface sold it to the Venetians in 1194, who gave it the name of Candia, from *Khan-dan*, a fortress built on it by the Arabs, who sometime possessed the island. The Venetians retained the island till 1670, when the Turks, after twenty-five years war, in which the city of Candia sustained thirty-six assaults, got possession of the whole island, except the fortresses of Grabusa, Suda, and Spinalonga, which by treaty remained to the Venetians, but of which they were successively deprived, and the whole island has been under the dominion of the Porte since 1715, and is governed by a Turkish Begliar Bey and two Pashas. Candia.

The population of the island was, according to Savary, in 1775, 200,000 Turks, 150,000 Greeks, and 200 Jews; and the military force of the island in the same year was 15,000 men. In 1800 the population was reduced to 100,000 Turks and nearly the same number of Greeks. Under the despotic and restrictive government of the Ottomans, the commerce of Candia has dwindled to insignificance, the whole value of the

Candia. exports in 1775 being only £124,000, of which oil for £90,000; besides this article the exports are soap, honey, wax, cheese, raisins, almonds, walnuts and chesnuts, caroube, flax seed, liquorice root, and whetstones. The port of Candia is alone permitted to export these objects, in order to prevent their being smuggled out of the island without paying the duties. This restriction greatly increases their price, from the expense of transporting them by land from all parts of the island. The oil and wax are chiefly taken off by the French of Marseilles; the soap and cheese are sent to Constantinople, and the ports of Asia Minor; the honey to Constantinople and Egypt; the raisins, which are of a very inferior quality, to Syria and Egypt, whither are also chiefly sent the other fruits; the flax seed to Italy.

The duties on export are two and a half per cent. to Turks and Greeks, subjects of the Porte; three per cent to Europeans, and five per cent. to Jews and Armenians.

The north coast of Candia is, as we have before observed, indented by gulfs, which form some good ports. It is observed on this coast, that with the wind blowing strong from the west, for any continuance, the waters rise two feet above their common level; and, with the wind from the north or east, they fall two feet below that level.

Commencing at the N.W. point of the island, and prolonging the north coast, we meet in succession with the port of Grabusa, formed by three small

small islands, off the N.W. point of the island, Cape Busa (*Psacum*): it is fit for the largest vessels, and is protected by the fortress of Grabusa, on the largest of the islands. The Gulf of Kissamos has for limits Cape Spada (*Dictynnæum*) on the east, and Cape Busa on the west. It has no good anchorage. At its head is the village of Kissamos, and an old castle, nearly in ruins. The city of Aptera was near this village. Canea

The Gulf of Canea is between Cape Spada, on the west, and Cape Maleca on the east: the latter is a peninsular promontory of several leagues circuit, and presents a shore of perpendicular rocks. The town of Canea (*Minoa*), at the head of the gulf, has 7,000 inhabitants, is well built, the streets strait, and furnished with fountains. The fortifications are a wall and wet ditch, with some batteries in good order. The port is formed by a pier, and can only receive nine or ten vessels of 100 tons; larger ones being obliged to anchor in the roads, entirely exposed to the north. The Venetians constructed here a vaulted arsenal, large enough to build a ship of the line within it, under cover, which is now entirely in ruins. Before the privilege of exportation was confined to Candia, a considerable number of French vessels visited this port for oil, and France had a resident consul here. The ancient *Cydonia* is at present in ruins, near the village of Acladia. A league and a half west of Canea is the little rocky island St. Theodore, on which were formerly two forts,

Candia. not a stone of which remains. Between this island and Canea is a little sandy island, on which the Venetians had a lazaret. These two islands are the ancient *Leucas*.

The Gulf of Suda (*Amphimale*) is between Cape Maleca on the west, and Cape Trepano (*Drepanum*) on the east: it runs in two leagues, and has good anchorage. Near the north shore are two small islands, on the west of which is a castle and several batteries, cut in the solid rock in tiers, and which command the entrance of the gulf, but are themselves commanded by the main land, which is only a quarter of a mile distant. On this island is also a village of 150 houses, and the largest vessels may lay close to it all round. Above this island the gulf is one-third of a league wide, and the depth in the middle is 150 feet; but towards its head vessels again find anchorage in sixteen fathoms and under, close to the shore.

Retimo (*Rhithymna*), five leagues east of the Gulf of Suda, has 5,000 to 6,000 inhabitants, and a small port, nearly choked up. The town is well built, and defended by a citadel, on a rock, projecting into the sea, but which is commanded by a hill behind it. The French formerly visited this port for oil, and had a vice-consul here.

The Gulf of Candia is a great bay, between Cape Sassoxo (*Dium*) on the west, and Cape Ste John (*Zephyrium*) on the east. Candia, the chief town of the island, is towards the west side of the gulf.

gulf; it contains 10,000 Turks, 2,000 to 3,000 Greeks, and a few Jews. It is defended by a wall, a wet ditch, and some outworks. The port is formed by a strong pier, built on a ledge of rocks, which lay parallel to the shore, but from the negligence of the Turks is daily filling up, and can now only receive a dozen vessels of 100 tons. The isle of Dia, or Standia (*Dium*), is at the entrance of the gulf, three leagues north of the town; it is four miles long, two broad, very high, rocky, barren, and uninhabited. On its south side are three harbours, of which the middle, named Port de la Madona, is the best; and here ships, which cannot enter the port of Candia, discharge their cargoes into boats. On the east end of the island is also a road sheltered from N.W. to south; and a musket-shot from this end is a high rock.

The Gulf of Spina Longa is between Cape St. John on the west, and Cape Sidera, the N.E. point of the island, on the east. Spina Longa, towards the west, has a good port, sheltered on the N.E. and E. by an island. Mirabel, east of Spina Longa, is a small town of 1,500 inhabitants, and its road is sheltered by two small islands. Settia, on the S.E. is surrounded by fortifications in ruins. Its road is sheltered by three islands, called the Janissaries (*Dionysides*), a league to the north.

At the east end of the island is a gulf, between Cape Sidera (*Itaricum*) and Cape Solomon (*Samonium*), in which are Mareno and Castro, and

Candia. between Cape Solomon and Cape Xacro (*Ampelos*), the S.E. point of the island, is Porto Schini.

On the south coast of the island the only places worthy of notice are Girapetra (*Hyera Pithna*), a village whose road is entirely exposed to the south and east; Porto Trinede, Spachia, a village and little fort, and Meletti. Off this coast are some rocky isles, *viz.* the two Christiana islands (*Chrysa*), west of Cape Xacro, with a safe passage between them and the main; the Gaidronisi, farther west; the Paxamedes and the Gozes (*Clavdos*), a cluster of small islands S.E. of the S.W. point of Candia.

Cape Crio (*Criu-Metophon* *) is the S.W. point of the island. North of it is the island of St. Venerando.

Scarpanto. SCARPANTO (*Carpathus*), midway between Candia and Rhodes, is nine leagues long and three broad, and rises in several high mountains, which contain iron and marble. It possesses abundance of cattle and game, and is inhabited entirely by Greeks.

The other islands between Candia and Rhodes are Ova, or Egg island, a large barren rock, north of Cape St. John in Candia, Piana, Placa, and the Two Brothers, north of the east point of Candia. Goxo (*Casus*), a league S.W. of Scorpento, is three leagues in circuit, and, though rocky, produces some wine and corn. On its north

* *Criu*, rain, *Metophon*, forehead, signifying the promontory of rains.

north is a bay sheltered by three islets, but the landing is only practicable at one spot, where the inhabitants have dug a little basin to receive boats. The principal village is on this bay, and has 100 houses, occupied by Greek fishermen. There is here a spring of good water; but more dependence is placed on rain water preserved in cisterns. Stazida is a little island west of the north end of Scarpanto.

The ancients divided the principal islands of the Archipelago into the *Cyclades* and *Sporades*. The former received their name from lying in a circle round Delos, and belong to Europe: the latter, whose name signifies *dispersed*, form a chain along the coast of Asia Minor, and belong to that continent.

The CYCLADES comprehend about sixty islands, many of which are mere rocks, and few only of any consideration. We have already noticed the general appearance of these islands, as mountainous and rocky; few of them have any wood, but most of them are fertile, particularly in fruits. Cyclades.

MILO (*Melos*), the southernmost, is eighteen leagues in circuit, and covered with volcanic matter, having a volcano still burning. Its hills afford iron, alum, and sulphur: it has many mineral springs, and, though without running water, is fertile. It also affords a quantity of salt to commerce. The population of this island has decreased in an extraordinary manner, within the last century. In 1700 Tournefort estimated the inhabitants at 20,000; in 1775 Savary found them

reduced to 700; and in 1800 their number was only 500. The plague, the general unhealthiness of the island, from neglecting to drain the marshes formed by the rains, and the tyranny of the Turkish government, are assigned as the causes of this depopulation.

On the N.W. side of the island is a deep gulf, forming several branches, and ending in a basin with capacity and depth for the largest fleets; it has some small islands at its entrance. The town is situated on a high rock, and is approached by one narrow road only. Anti-Milo is a desert island, two miles west of Milo; as are the Combs, two islets S.E. of the same island, and Paxmadi off the S.W.

Argentera (*Cimolus*) is separated from the N.E. side of Milo by a channel one mile wide. It is two leagues long, one league and a half broad, and has only 200 inhabitants, chiefly seamen: like Milo, it is entirely volcanic, and without trees, but produces corn, some cotton, and grass. It has no running water; and for this object it depends on the rain water preserved in cisterns, as well as on the island of Milo. Argentera affords the substance called cimolian earth, which is a decomposition of porphyry by subterraneous fire. On the east side of the island is a good road, sheltered by the little island Polino (*Polyægos*), or the Burnt Island, which is one mile and a half distant, nine miles in circuit, and uninhabited. Moligo is an islet close to the S.E. end of Argentera; and St. George another islet, south of the same point.

Siphanto

Siphanto (*Syphnus*) is ten leagues long and two broad. Its mountains contain gold, silver, iron, lead, loadstone, and marble. It produces corn for its consumption, silk, cotton, honey, and fruits. It has 6,000 inhabitants in five villages, and four good ports. The ancient Syphnians were infamous for their debaucheries.

Serpho (*Seriphus*), four leagues long and two broad, is mountainous and rocky, affording iron and loadstone. Under the Romans it was a place of banishment; and at present is only noted for its onions.

Serpho-Paulo, N.E. of Serpho, Strongyle, S.W. Pelori east, and Pipari, are barren islets round Serpho.

Thermia (*Cythnus*) is four leagues long and two broad, with 6,000 inhabitants, is well cultivated, producing wine, barley, and fruits, besides silk, honey, wax, and wool; it abounds in partridges, and has mineral springs, whence its name.

Policandro (*Pholegandrus*) is seven leagues in circuit, very rocky, thinly inhabited, and has no good port, but affords anchorage in a small cove on the S.E. It has a little town enclosed with walls near a vast perpendicular rock. Its vines afford good wine, and it produces a little corn and cotton; it abounds in game, and is the common rendezvous of migratory birds on their passage.

Sicano (*Sicinus*) is eight leagues in circuit, and has but 200 inhabitants, who cultivate some barley, cotton, grapes, and other fruits. It has no port,

and

Cyclades. and the boats which visit it are hauled upon the beach. Paragia and Cardiolissia (*Lagusa*), two desert islands between Policandro and Sikono.

Santorin, properly Saint-Erini, (*Calista* and *Thera*), is about three leagues long, and has the shape of a horse-shoe, the concave side facing the N.W. The whole island is of volcanic creation, and is covered with pumice stone. It has but one spring, and the inhabitants, who amount to 12,000 all Greeks, depend on their cisterns for water. It exports a considerable quantity of wine, chiefly to the Russian ports of the Black Sea, and knit cotton stockings and night caps to Italy.

The concave side of the island, or bay of Santorin, is sheltered by the islands Therasia and Asproponisi, or White Island. The former is nearest to the west point of the bay, and is inhabited; the latter is a desert rock. In the middle of the bay are three volcanic islets, called Caymani, and individually old Caymani or Hieri, (the western and largest), New Caymani, the middle, and Little Caymani the east, which is but a great rock. These three islands have been formed by volcanic eruptions, since the memory of history, and the New Caymani only in 1707. The bay has, in some parts, a depth of 250 fathoms, and to the west of the Caymani, where the depth is fifteen and twenty fathoms, the bottom is rock. The only good anchorage for a ship of burden is opposite the south end of Old Caymani, in fifteen and twenty fathoms, with a fort to the shore.

Almost

Almost the whole shores of this bay rise perpendicularly from the sea to the height of 200 yards, and are composed of volcanic matters. The only landing places are at Aponomeria, near the north point, and at Phira, near the middle of the bay, from whence the produce of the island is exported: here small vessels make fast to the shore. Scauro, the chief place, is on the N.E. part of the bay on a projecting rock. San Nicholo, also in this bay, has a small haven for boats. S.W. of Santorin are the two Christiani Islets.

Nio (*Jos*) is twelve leagues in circuit, rocky and mountainous, with a granitic base and calcareous summits. The inhabitants (4,000) are chiefly cultivators, and by their industry render the soil, naturally barren, productive; the quantity of corn being sufficient for consumption, besides cotton, which is manufactured in the island into stockings and caps and exported to Italy. A considerable quantity of oil is also exported, as well as some wax and honey. The island also pastures 400 horned cattle, 6,000 goats, and 800 sheep. Its chief town and port on the S.W. are celebrated for the death of Homer.

Naxia (*Naxos*) is the largest, and though surrounded by melancholy rocks towards the sea, which seem to interdict all access to it, it is one of the most fertile of the Cyclades, of which it is called the Queen. It is diversified with hills, vallies, and plains, is well wooded and watered. It contains granite, serpentine, and marbles: exports oil, fruits, some cheese, and emery, of which there

there is a mine on the west coast. Its wine was compared by the ancients to nectar. The population is 18,000, all Greeks, of whom 2,000 inhabit the only town, which is on the west. Its port had formerly a jetty, level with the water, but which is now several feet below its surface. It still, however, receives small craft. North of the town is the fountain of Ariadne, a scanty rill, and opposite it an islet, on which is a marble tower, and other ruins of marble and granite, supposed to belong to a temple of Bacchus, who, according to the mythology, was born on this island. N.W. of Naxia is the little desert island Raclia, and on the N.E. Stenosa.

Paros, two leagues west of Naxia, ten miles long and six broad, is celebrated for its white marble. It is inhabited by about 2,000 Greeks, the poorest of the Archipelago, their exports being confined to a small quantity of cotton. Naussa, on the north side, is one of the best ports among the Cyclades, but is unhealthy, from the neighbourhood of marshes. St. Mary's, on the east, is also a large and safe port, being sheltered by islets to the north and south. The port of Marmora is also near the middle of the east side. Trio, near the S.E. point, is sheltered by some islets on the north, but exposed to the east: here the Turkish gallies rendezvous in their annual visit to the Archipelago.

Ante-Paros (*Oliaros*), close to Paros on the west, is a solid rock of marble, five leagues in circuit: its productions are confined to some poor wine and barley.

barley. It has a celebrated grotto, 100 yards in length and eighty high, covered with stalactites. Strongella and Spolica are barren islets west of Paros.

Amorgo (*Amorgos*) is twelve leagues in circuit, generally mountainous and rocky, but in the valleys are produced corn, wine, and olives. The Greeks of this island are amongst the poorest and most ignorant of the Archipelago, but their women are celebrated for their charms. The Greek poet Simonides received his birth here.

The east coast of the island is steep and without ports; but on the west it has two, Port St. Anna, the northern, and Vathi, the southern.

Amorgo-Paulo (*Macia*), south of Amorgo, Cossmissa, and other small islands surround Amorgo; they are uninhabited, but afford some pasture for sheep. Levita (*Lebinthus*) is a great rock between Amorgo and the Sporades.

Nanfio (*Anaphe*) is six leagues in circuit, and according to the ancient poets, rose suddenly above the waves, to afford refuge to the Argonauts when assailed by a storm on their return from Colchis; in memory of this event a temple was erected to Apollo, the vestiges of which are still to be seen on the south coast, near a frightful rock, on whose summit is a chapel of the Virgin. The forests, which according to some gave this island its ancient name (*dark, shady*), no longer exist, its rocky mountains being barren and naked; nor are the plains much more fruitful, a little wheat

Cyclades. wheat and oil being the whole of its produce. It formerly abounded so in partridges, that about Easter their eggs were sought for, in order to prevent their multiplication, and the consequent destruction of corn. The inhabitants are miserably poor, and do not exceed 1,000, chiefly collected in a little town on the south, before which is the islet Nanfio-Paulo, sheltering a road, the island having no other port.

Stanpalia (*Astypalæa*) is twenty leagues in circuit, little elevated, badly watered, barren, and thinly inhabited. It has a port on the north and another on the south.

The small islands, Szenan on the south, St. John on the S.E., and others, are near the coasts of Stanpalia.

Zia (*Ceos*) is four leagues east of Cape Colonni in the Morea: it is six leagues long and three broad, is poorly cultivated, but exports some silk and a considerable quantity of gall-nuts. The port is on the N.W. and is a large basin surrounded by mountains and rocky shores, on which some chapels and the ruins of magazines are the only buildings. The town is a league inland from the port and on the site of the ancient *Carthæa*.

Syra (*Syros*) is twelve leagues in circuit, with 4,000 inhabitants, chiefly Greeks of the Latin church. It is mountainous, without wood, but well watered and cultivated, producing wheat, barley, cotton, oil, and wine. The chief place is on the west, at the top of a steep hill, and near the

the ruins of the ancient *Acropolis*. Its port receives the largest ships. Jura (*Gyaros*) is barren and almost uninhabited. Cyclades.

The celebrated Delos are two insignificant and uninhabited rocks, called Sedilli by the Turks. *Rhenea*, the largest, is but two leagues in circuit, and serves the people of Myconi to pasture their sheep. Little Delos still retains some superb ruins of the temples of Apollo and Diana, of whom it was the birth place. Between Syra and Delos is the little islet Lanete, and between the two Delos' the Great and Little Rematiari (*Hecate*).

Myconi (*Myconis*) is ten leagues in circuit, mountainous, and little productive, exporting only some barley and wine. It has 3,000 inhabitants, who are chiefly seamen employed in conveying the timber of Mount Athos to Egypt. It has no water but what is preserved in cisterns from rain, nor has it any port, and its roads are only safe in certain winds. East of Myconi is the little island Tragonisi (*He-goat*) which pastures some sheep; and farther south the two Spadias, barren rocks.

Tino (*Ophissa*, *Hydrusa*, and *Tenos*) is six leagues long and three broad. It is moutainous and rugged, particularly on the north coast, which presents perpendicular rocky cliffs. The west part, which is low, is by far the most fertile, and has two rivers of some size, which have their sources near the centre of the island, and after uniting their streams, fall into the Bay of Kolymbritho, at the N.W. end of the island. These

rivers

Cyclades. rivers overflow their banks, and form marshes that render this part of the island unhealthy. It produces barley and wheat for five months' consumption. The wild animals are jackals and hares; the domestic ones a few horses, some good asses, and mules and hogs. The inhabitants raise neither turkeys, geese, nor ducks, and but few fowls; the sea round the island is scantily supplied with fish, but affords coral. The population of the island is from twenty-three to 25,000, all Greeks, both of the Greek and Latin churches: they bear the best characters amongst their countrymen for honesty, courage, and industry. A great number of them are found at Constantinople, where these qualities cause them to be preferred as domestics: they also enter as seamen on board foreign vessels. The island is governed by magistrates chosen by the inhabitants, has no Turkish officers, and only pays a tribute of £2,500 to the Porte. The exports consist of about 15,000lb. of silk, a little wine, some fruits, besides marble to Constantinople, Smyrna, &c.

The island has three towns and sixty-five villages or hamlets. The former are Il Borgo, situated on the highest point of the island, 840 pics above the sea. It was formerly fortified, but the works have been destroyed by the Turks, and the town almost abandoned, the inhabitants having removed to a village half a league below it, called Exom-borgos. San Nicolo, on the east side of a bay and on the south side of the island, is now the chief town, the residence of the Greek archbishop,

bishop, the European consuls, &c. The streets are narrow and crooked, but the houses well built. This bay, which is exposed to the S.E., is the only place of the island visited by foreign vessels, and has a lazaretto for the performance of quarantine. Chonaira on the S.W. is the third town; on the south, separated from St. Nicolo by a peninsula, is Port St. John. Port Kolymbritha and Port Selina are on the N.W., and Port Palermo on the north. Cyclades.

ANDRO (*Andros*), the most northerly of the Cyclades, is separated from Tino by a channel a mile broad, and from the Isle of Negropont, by the Strait of Silota, or Douro passage. It is thirty leagues in circuit, with 12,000 inhabitants. It is described by some travellers as a mass of rocks, as barren as in the time of Themistocles, when *Poverty* and *Despair* were its tutelary deities; while others tell us, that it is extremely fertile, generally producing a sufficiency of corn for its consumption, and exporting a considerable quantity of wine, silk, and fruits. The summits of its mountains retain the snow for several months. It is without any safe port. Between it and Skyra is a dangerous ledge of rocks above water, called the Caloyers or Monks of Andro.

Between the Cyclades and the Morea are several barren and uninhabited rocks in the usual track of navigation: they are the Anapas S.W. of Milo, Caravi, Falconera, mentioned in Faulkner's Shipwreck, Bello-poulo, and St. George d'Arboa or Belbina, south of Cape Colonni.

Archipelago.

Skiro (*Scyros*) is surrounded by an open sea, being fifteen leagues from the east coast of Negropont; it is five leagues long and two broad, rocky and rugged, as its name denotes. It is inhabited by about 1,500 Greeks, whose chief industry consists in breeding goats, and quarrying its white marble with black veins. It has the most extensive ruins of the Archipelago. The chief place is St. George on the east. Porto del tres Bocha (port with three mouths) on the S.W. has its name from its three entrances, formed by two large rocks; its shores are rocky, and rise perpendicularly to a great height. They are at present uninhabited, but on them are seen the ruins of an ancient city. Skiro-Paulo, near the S.W. end of Skiro, Basoli, Scangero, Scardeli and Adelphi on the N.W., and Inis (*Icos*), between Skiro and Negropont, are all uninhabited rocks.

Skiatta (*Sciathus*), Scopelo (*Scopelos*), Dromo (*Halonesus*), Pelagonisi (*Peparethus*), Piper, Sarakina (*Ekdemia*), Petrissa (*Solymnia*), Prassoneri, Jura or Devil's Island, Jura-Paulo, and Santoni, form a chain across the entrance of the Gulf of Salonica. From the direction of these islands, combined with those of Agio-Strati, Lemnos, Imbros and Samothrace, a supposition may be hazarded that they are the summits of a ridge of of land that formerly united Greece and the Thracian Chersonesus. Skiatta is seven leagues long and five broad, covered with trees; off its S.E. end are five or six islets. Scopelo is ten miles long and five broad, is also well wooded;

has

has 12,000 Greek inhabitants, who export a considerable quantity of wine. Archipelago.

Tasso (*Thasos*), close to the head of the Archipelago, is four leagues long and three broad; it is mountainous, principally on the south, but affords excellent wine and fine marbles. It was celebrated for its ancient fertility, and is often mentioned as taking an active part in the wars of Greece; it is also thought by some to be the Tarshish of the Bible.

Samothraki (*Samothrace*), and Imbro (*Imbros*), are opposite the gulf of Saros. The first is high and rocky, with a little town on the N.W., but no port.

Imbro is seven leagues in circuit, mountainous and woody, with abundance of game; its population is 1,000 Greeks in five villages.

Lemnos, or Stalimene, is situated exactly in the middle of the Egean Sea, at an equal distance from the promontory of Mount Athos in Europe and Cape Janissary, at the entrance of the Dardanelles in Asia. It is however considered by geographers as belonging to the former continent, although anciently dependent on the latter. Its shape is nearly a square of eight leagues each way; it is hilly and badly watered, but produces some corn, oil, cotton, silk and wine, and affords the mineral earth named *terra lemnia*, or *terra sigilita*, from the vessels it is contained in being sealed by the Turks. It has two ports, Nicaria on the N.E. and Port Antony on the S.E.; the east coast is lined by a shoal, that renders it inac-

cessible. The Lemniots are chiefly seamen, and their women are celebrated for their beauty.

Agio-Strati, a small island S.W. of Lemnos, is the ancient *Nea*, consecrated to Minerva.

Sporades. Rhodes.

The isles SPORADES (dispersed) of the ancients form a chain along the coast of Anatolia (between Samos and Rhodes inclusive), from which there is every appearance of their having been separated by the action of the waters.

RHODES (*Rhodus*), the most considerable and southern, is separated from the S.W. extremity of Anatolia by the channel of Rhodes, three to four leagues wide. The island is twelve leagues long and four broad. The north coast is low, but rises inland to a high mountain, flat at top. The soil is in general sandy, but well watered and tolerably fertile, producing corn, wine, oil, fruits, honey, &c. The island abounds with hares, woodcocks, partridges, snipes, and wild ducks. The climate is mild and healthy, the winter having neither frost nor snow, and the summer heats are tempered by the westerly sea breezes in that season. The population of the island is estimated at 10,000 Turks, 9,500 Greeks, and 500 Jews. It is governed by a Turkish pasha, and the revenue it affords does not exceed £12,000, of which £7,000 is spent in the government of the islands.

Rhodes remained attached to the Eastern empire until taken by the Turks in the reign of Constans, but who were again driven out by the Greeks, and these latter again lost it in their turn to the Turks, who

who were dispossessed of it by the knights of St. John of Jerusalem in 1308, with whom it remained until 1523, when the Turks again got possession of it, after an obstinate resistance. The Rhodians were anciently the masters of the navigation of the Mediterranean, and their maritime code was adopted by all the nations of Europe, until superseded by that of Oleron. *Sporades.* — *Rhodes.*

Rhodes, the chief town, is on the N.E. point of the island, and is built amphitheatrically on the side of a hill; it is surrounded by thick walls with towers, which give it an appearance of much greater strength than it possesses. The streets are narrow and crooked, and the houses mean. It has two ports; the smallest, named Dasca, has its entrance from the east, and is covered by several rocks, leaving only a channel for one vessel at a time; it has also jetties, but is filling up daily, and at present can only receive small merchant vessels. The second port, named Rhodes, faces the west, on which side it is sheltered, but is open to the N. and N.E. It receives vessels of eighteen feet draft, and here Turkish vessels of war are built of the pines the island affords. The port of Rhodes is celebrated for a colossal statue of Apollo of brass, described by Pliny; it had sixty-six coudes in height, about 500 feet, and its proportions were so enormous that few men could embrace its thumb. It was overturned by an earthquake fifty-six years after its erection, when the broken limbs were found to be hollow, and filled with enormous stones to keep it erect.

Sporades. — Rhodes.

Some modern writers pretend that it stood across the mouth of the port with a foot on each point, and that ships in full sail went under it, but the silence of Pliny as to this position renders it doubtful. When the island fell under the dominion of the Turks, the broken remains of the Colossus were sold to a Jew, and loaded 900 camels.

The other places of any note are Lindo, on the east, at the head of a deep bay and at the foot of a high mountain, on the site of the ancient *Lindus*, celebrated for its temple of Minerva, of which some remains are still to be seen on the summit of the hill behind the town. On the south side of the bay is good anchorage, in eight to twelve fathoms, opposite a little village named Massary, where is shelter from the S.W. winds, which often blow with violence during winter. Uxitico is on the S.E. Cape Tranquille is the south point of the island. Off it is the isle of St. Catherine.

Limonia (*Teutlussa*), Karki (*Chalce*), Piscopia (*Telos*), Nisari (*Nysirus*), and Madona, are between Rhodes and Stancho. Nisari, the most considerable, produces wheat, cotton, and wine, and has warm springs.

Stancho (*Cos*), celebrated as the birth-place of Hippocrates and Apelles, and for a famous temple of Esculapius, is ten leagues long and four broad, mountainous on the south, with 8,000 inhabitants; it is unhealthy, partly covered with cypress trees, but has also good pastures and produces

duces principally lemons, the expressed juice of which is sent to Constantinople. Whetstones were first brought from this island, whence their Latin name of Cos. The chief town is on the north, defended by a castle, and has a port fit only for small craft. The little island Cali (*Istros*) is between Stancho and the main land of Cape Crio. Sporades.

Calimine (*Calymna*) is mountainous, and celebrated for its excellent honey. Caper (*Caprona*) is between Stancho and Calamine.

Lero (*Leros*) is six leagues in circuit, mountainous and stony, but produces fruits, honey, &c. It is inhabited by about 2,000 Greeks, and is the birth-place of Patroclus. Its only town is on the east side, on the declivity of a hill crowned with a castle, built by the Genoese, but now in ruins. Port Partheni, on the north, is sheltered by the little island Archangel, a league long north and south, half a league broad, and uninhabited. Fratelli, or the Brothers, east of Lero, and Lerilla, north of Lero, are uninhabited islets.

Pathmos, seven leagues in circuit, is a heap of barren rocks, with a few Greek monks, who inhabit the large fortified monastery of St. John. The coasts of this island are compared to the leaf of an oak from their numerous indentations, several of which form excellent ports. That of Scala is on the east, and here the Monks shew the cavern in which St. John is supposed to have composed the Apocalypse. Arco and Lipso (*Lepsia*) are little islands between Lero and Pathmos.

Samos is separated from Cape St. Mary in Ana-

Sporades. tolia by a channel, called the Little Bogaz, two leagues wide. It is ten leagues long east and west, and three to five broad: a ridge of mountains runs through its middle, the highest summit of which, named Mount Kertis, retains the snow throughout the year. It is inhabited by 12,000 Greeks, who are industrious, exporting silk, wool, honey, and pitch, some fruits and oil. The ruins of a temple of Juno, of whom this island is the birth-place, are admired as the finest remains of the Archipelago. Pythagoras was also born on this island; but to counterbalance these antique celebrities, the women are said to be the only ugly ones of the Archipelago. The ports are Vathi, on the N.E.; Megalo-chori, the chief place, and Samos, on the south.

Nicaria (*Icaros*) is separated from Samos by the Great Bogaz. It is twenty leagues in circuit, is traversed by a ridge of mountains, covered with pines and oaks, but is otherwise barren, though well watered. It has no port, and only about 1,000 Greek inhabitants, who are the most lazy and poor of the Archipelago, and at the same time the proudest, pretending to derive their descent from the imperial house of the Constantines. This island is celebrated for the shipwreck of Icarus, whence its name. The island Stapodia is off the west end of Nicaria. Formia, or the Ants (*Corseæ*), a small island, and several rocks are between Nicaria and Pathmos; and Agathonisi (*Hyatusa*) is south of Samos and opposite the Meander.

The islands on the coast of Anatolia, not included

cude d in the Sporades, are Scio, Ipsera, Metelin, Tenedos, and some lesser ones. Scio (*Chios*) Salziza-dau, or Mastic Island of the Turks, is separated from the coast of Anatolia by the Strait of Bianca, three leagues wide. It is eight leagues long and three broad, containing 50,000 inhabitants, of whom not above 2,000 are Turks. Though mountainous and rocky this is one of the most fruitful islands of the Archipelago, producing wine, oil, silk, and particularly the lentisk tree, which affords the mastic, universally used by the Turkish ladies to perfume their breaths, and the sale of which is monopolized by the Grand Signior. The other productions for commerce are conserve and oil of roses, fruits and turpentine, collected from the terebintha tree, which also abounds.

This island is also one of the most celebrated by the ancient poets, as the birth-place of Homer, and the pretended hut in which he dwelt is still shewn to travellers, as well as the school of this father of poetry, which latter is, however, according to antiquarians, a chapel of Cybele. The women and wine of Chios were equally celebrated, the former for their beauty, and the latter for its excellent flavour, and it is said that the modern females have not degenerated. The fountain of Helena, whose water is as cold as ice, is one of the greatest curiosities of the island. The Genoese possessed this island from 1326 to 1566, when it was taken by the Turks, from whom it was wrested by the Venetians in 1694, but again lost the

next

next year. It is at present the apanage of a Sultana, whence it is less exposed to the extortion of the Turkish officers than most of the other islands. It has manufactures of silk and cotton, equal to those of India or Lyons. On this island is a general hospital for all the leprous subjects of the Archipelago.

Scio, the principal town, is on the middle of the east coast, at the foot of a mountain, and contains 80,000 inhabitants. The port is formed by a pier on the south, but is daily filling up. It has a lazaretto, and is defended by a citadel and other works in a bad state, and garrisoned by 700 or 800 Janissaries. Port Dauphin (*Delphinium*), on the north, is a good harbour. Cape Mastico is the south point, and Cape Nicolo the N.W. Off the south side is the little island Venetico (*Phana*), with a safe channel within it.

Ipsara (*Psara*) is rocky and rises to a high peak in the centre; it is generally barren, but affords a little wine. On the S.W. is a good road, and a harbour for eight to ten small craft. The only town is about a league from this port, and contains three to 4000 inhabitants, all Greeks. Anti-Ipsara is a large barren rock, near the S.W. end of Ipsara; it is inhabited by a few Greeks. The Spalmadores (or Oxeia) are two small uninhabited islands, on the north entrance of the channel, between Nio and the main; they form a good road for the largest vessels.

Nio, or Nicaria, celebrated as the birth-place of Homer and Thucydides, Acre and Tenedos, is

is three leagues distant from the coast of Anatolia, ten leagues long and four broad. It is formed of a chain of mountains and covered with volcanised substances, but fertile in olives, wine and corn: some of its hills are well wooded, and it is the most healthy island of the Archipelago. It has hot springs, agate and other valuable stones. It has 25,000 inhabitants, half Greeks and half Turks. Its exports are principally oil (50,000 quintals) to Constantinople, and gall-nuts (8,000 quintals) to Italy.

The chief town, named Metelin or Castro, is on the S.E.; and on a peninsula forming two ports. The northernmost is sheltered by a pier to the north and receives small vessels, the south is only fit for boats, and vessels of burden are obliged to anchor in the roads, entirely exposed to the N.E. The town has 8,000 inhabitants, is surrounded by a double wall flanked with towers, and has a spacious citadel with a garrison of 500 Janissaries.

Port Yero, near the S.E. point of the island, or the Port of Olives, is one of the most spacious and safe harbours of the Archipelago, and abounds with excellent oysters; the village of Yero is insignificant.

Port Caleni on the S.W. is a large and safe road but little frequented. Port Sigri (*Antissa*), at the west end, is an excellent harbour sheltered by a little island (*Neriope*): the village of Sigri consists of some houses of wood and mud defended by a poor fort. Port Petri, on the north, though somewhat exposed to the N.W., is sufficiently safe. It has

has its name from a rock which rises in the middle of the port to the height of 200 feet, and on which is a chapel; here is a village of forty houses.

Tenedos is separated from the plain of Troy by a channel half a league broad. It is a square of ten miles, and with the exception of some hills near the town, is level, with few trees, but with extensive vineyards, and pastures a great many sheep. Its population is 6,000 Greeks, and it exports 60,000 oques of wine to Constantinople and Smyrna. The chief place is on the east and has a good port for small vessels, formed by a point of land on the south and a pier on the north: on the point is a fort garrisoned by 150 Janissaries. Off the N.E. end of the island are some islets, called the Rabbits.

Cyprus. The last Turkish island in the Mediterranean that remains to be noticed is Cyprus, situated at the N.E. extremity of the Levant and ten leagues distant from the coast of Caramania.

This island received various names in different periods of antiquity, *viz. Acamantis*, *Cerastis*, *Asphelia*, and *Cypria*; its Turkish name is *Kupris*. It is seventy leagues long and twenty broad, is traversed from east to west by a high chain of mountains, amongst which is a third *Olympus*, one of whose peaks is called by the Greeks the Mountain of the Holy Cross, from a church on its summit. It has no river and the torrents that descend from the mountains in winter do not reach the sea in summer, but form unhealthy stagnant

nant lakes and marshes in the low grounds. The island is generally fertile, producing wine, oil, cotton, silk, and pasture, and it has large tracts of forest. It is rich in minerals, having mines of gold and silver, and affords emeralds, rock christal, red jasper, agate, amianthus, terre d'ombre and other minerals, besides the Paphian diamond. It has no wild animals but foxes and hares. The population is, according to Olivier, 60,000, half Greeks and half Turks; according to Malte Brun 88,000. Cyprus

Cyprus is celebrated by the ancient poets as one of the favourite residences of Venus; and according to the accounts of modern travellers, the worship of the goddess has lost little of its ancient fervor. *Paphos*, *Amathonte*, and the groves of *Idalia*, have furnished images both to ancient and modern poets.

This island was anciently attached to Egypt, and on the extinction of the Ptolemies fell under the Roman dominion. On the division of the empire it remained to that of the east. Richard I. of England got possession of it in the Crusades, and granted it to the Count of Lusignan, to be held as a fief of the crown of England, as an indemnity for the loss of Jerusalem. The heirs of the house of Lusignan sold it to the Venetians, who lost it to the Turks in 1571. It is now an apanage of the Grand Vizier, who governs it by a Pasha resident at Nicósia, (*Lefcosia* of the Turks) in the centre of the island. The revenue it affords to this minister is variously estimated,

Guthrie

Guthrie making it but £1,250, Taylor £90,000, and Olivier £62,000.

The principal points are Cape St. Andrew, the east point (*Clide*), off which are the rocky and barren islands Denares (*Carpasia*); Cape del Gatta, the south point (*Curias*); Cape Salizano (*Acamas*) the N.W.

The chief places are Famagusta * (*Arsinoe*), surrounded by strong walls with twelve towers, and defended by two forts: it has the best port of the island, and here reside the European consuls. The bay of Salinas, between Cape Grego and Cape Tagista, or Chiti, is pointed out by the highest summit of the island, Mount Cius, or Rusie, being directly over it, whence it bears west. Larnaca, on the east shore of this bay, has a tolerable road even in winter, though exposed to the S.E. and S. The town, which is a heap of ruins, is half a mile from the shore, on which is a suburb on the site of the ancient *Citium*: in the vicinity are many salt marshes, whence the name of the bay, which afford considerable quantities of salt but render the air unhealthy. Salinas (*Salamis*) is at the head of the gulf, it has a citadel falling to ruin.

The Bay of Limasole, or Limisso, is sheltered on the west by point Della Gatta: the village at the head of the bay is supposed to stand on the site of Amathonte, and a league east of it are considerable ruins. Piscopia is a village east of the

* A corruption of *Amocusta*, built on the sand; it is called Mangora by the Turks.

the south point of the island and in the most fertile part of it.

On the west coast are Baffa, supposed to be on the site of *Paphos*; it is a small town with a fort and port for small vessels: the town is on an eminence one mile from the port and is entirely inhabited by Greeks. Solea (*Solæ* and *Æpeia*) is on the north coast, as are Cerino (*Ceronia*), a village of 200 inhabitants with a castle in good order; it has a small port within two rocks, but open to the north and unsafe in winter, Macéria (*Maccaria* and *Aphrodicium*), and Artemisia.

The only danger round Cyprus is a bank called the Black Ground, twelve leagues south of Salinas bay, with but six feet. The commerce of Cyprus is considerable, exporting of its own produce cotton, which is considered the best of the Levant, 5,000 bags of 600 lb. each, chiefly to Venice, Holland, and England; silk, 25,000 bags of 300 lb. each; wool, 500 bags of 600 lb. each; wine chiefly to Venice and Leghorn; coloquintida, 100 quintals, chiefly to Holland and Leghorn; laudánum, madder, chiefly to France; cochineal a small quantity; soda to Marseilles; turpentine to Venice; green earth for painters, and brown umber, chiefly to Holland; corn, though prohibited, finds its way out of the island; salt to Syria and Constantinople; carob beans, pitch, tar, and planks in small quantities, and some manufactured silks and cottons.

Of the produce of the neighbouring coast of Caramania, imported into Cyprus and re-exported, the

the principal are liquid storax, camel's hair, yellow wax and gall-nuts. Cyprus receives few imports, and the exports are therefore chiefly paid for in specie. 600 European vessels are averaged to visit Cyprus every year, besides Turkish vessels.

BARBARY.

The northern extremity of Africa, or Barbary, is divided between the four states of Morocco, Algiers, Tunis, and Tripoli. This great region seems to be separated by nature from the vast desert, the lofty chain of Atlas enclosing it on the south, commencing at Cape de Geer on the Atlantic coast, and terminating at the Gulf of Syrtis in the Mediterranean. Several ramifications of this vast system* are pushed to the coasts, where they terminate in promontories.

Empire of Morocco. The *Empire* of Morocco, as it is pompously called, extends on the Atlantic from the Strait of Gibraltar to about Cape Agulon, and on the Mediterranean to the river Mulloia, east of Cape Tres Forcas.

After passing Cape Spartel, the first place is TANGIER (*Tingis*), three leagues east of the cape. It

* We are without a term in English to denote, with sufficient force, the immense continuous series of mountains that form the skeleton of the globe. The word *chain*, generally used, supposes a continuity without deviation. The term *system*, from the French, seems more adequately to convey the intended idea. The word *plateau*, from the same language, has, we believe, been adopted by English writers, to denote the great and extensive elevated levels of the globe.

It is built on the extremity of a promontory, descending gradually, and projecting into an open bay, which forms the road. Its amphitheatrical situation gives it a good appearance from the sea; but, like all Moorish towns, it is extremely dirty, and the streets so narrow as scarcely to admit two persons abreast. It is surrounded by a wall and parapet of considerable height; has a castle occupying a large extent of ground, and a battery of sixteen guns, and a mortar, but without carriages. The whole of these works are in a very ruinous state, it being contrary to the custom of the Moors to repair an old building, although they do not scruple to make additions to it. The population is 15,000; and its commerce is almost entirely confined to the supplying Gibraltar with provisions, such as cattle, corn, vegetables, and fruit, which are extremely cheap. The English, Spaniards, Portuguese, and Americans, have consuls here. Tangier was formerly possessed by the Portuguese, who transferred it to England as a part of the marriage portion of Catharine, wife of Charles II., but this monarch soon abandoned it, on account of its expense. Cape Malebata is the east point of Tangier Bay.

Between Tangier and Ceuta are Old Tangier, Alcazar el Saquer (Little Palace), opposite Tariffa; it was famous heretofore for being the usual place of rendezvous of the Moors in their descents on Spain. Near it three small rivers empty themselves; the ancient Balone, Cuchillos and Silis. Ape's Hill Bay, named from a lofty hill rising behind

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hind it, affords good anchorage in fifteen fathoms. Off its west point are some sunken rocks; and close to the east point an islet, named Conil.

CEUTA,* a Spanish possession, being ceded to that nation by the Portuguese in 1668, derives its name from seven hills seen after passing Cape Spartel, and laying in a direction north and south. These hills were known to the Romans by the name of the Seven Brothers, whence the word *Septa*, and, by corruption, Ceuta. It is built on the promontory of Mount Acho (*Abyla*), which, both in situation and form, greatly resembles the rock of Gibraltar, and although not so immensely fortified, it is extremely strong. It has a citadel built on the extremity of the promontory, called Almina Point, surrounded by a rampart and wet ditch; and on the highest part is a fort and look-out house to watch the Moors, who continually form

* Besides Ceuta, Spain possessed on the coast of Africa, in the Mediterranean, the fortresses of Penon de Velez, Penon d'Alhuzemas, Melilla, Marsalquivir and Oran. These ports were capable of being made considerably advantageous, particularly in repressing the depredations of the Barbary Corsairs, more destructive to the Spaniards than to any other nation of the Mediterranean. In general, however, they were greatly neglected; and in 1791, Oran, which had been recently nearly destroyed by an earthquake, and Marsalquivir, were entirely abandoned. The Spanish establishments on this coast have the name of *Presidios*, and serve as places of banishment for the *desterrados* or exiles, who are transported as well for trivial offences as for heinous crimes. The former are, however, permitted to work at their trades, or to enter into a military corps formed of them: the latter are condemned to the public works in irons. When a desterrado receives a pardon, he is immediately sent back to Spain, not being allowed, on any account, to remain in the presidio. No woman is permitted to reside in these establishments who is not married, or does not follow some honest and useful occupation; nor is any stranger permitted to enter them without the express permission of the governor.

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form small encampments in the vicinity. The population of Ceuta, including the garrison, is 8,600. It almost entirely depends on Spain for provisions, and several xebecs are continually employed in supplying it. Its road is exposed, and the anchorage in very deep water close to the shore. Here is shewn a cavern, said to have been inhabited by St. John de Dieu, before he founded his order of charity.

Half way between Ceuta and Tetuan, or nearly three leagues from each, is Cape Porcus; between which and Ceuta is a fine sandy bay with good anchorage. A river empties itself north of the cape. Tetuan is built on two hills, on the bank of a river one mile from the sea; it occupies a considerable space, having 20,000 inhabitants, is surrounded by a wall flanked with towers, mounting some small cannon, and on the summit of one of the hills is a castle with twenty-four guns. Vessels drawing six feet can go up to Tetuan. The bay is extremely foul, and entirely exposed from W. to N. E.

After passing Tetuan we meet in succession with the Spanish fortresses of Penon de Velez, or the great rock, which commands the Moorish town of Velez Gomera. Penon de Alhuzemas, built on a round rocky islet, before the mouth of the river Mocor, commands the Moorish city of Mezemma. Melilla (*Rusadir*) is situated on an islet joined to the main by a bridge; and a little east of the Cape Tres Forcas (three points), on which is a watch-tower. It contains 2,000 inhabitants, and has a

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haven within two moles for small vessels, and good anchorage in the roads for large ones. In 1774 the Moors besieged it with 60,000 men, but after four months were obliged to raise the siege.

The town of Zaffarina has before it three islands one mile and a half off shore; ships anchor within these islands, but exposed to the N.E. and N.W. There are also passages between the islands with four to six fathoms. The river Mulluia, the most considerable of Morocco, empties itself within these islands.

KINGDOM OF ALGIERS.

Kingdom of Algiers.

The Kingdom of Algiers extends from the river Mulluia on the west, to near Tabarca island on the east. We are very scantily furnished with materials for the topography of this coast, and must therefore, in many instances, confine ourselves to giving the names of the principal points from the best charts. The Gulf of Sereni is deep and wide, having Cape Houridge, or Houardia, for its west point; four leagues east of which are the little islands Limaches and Carocobi, joined by a bank of sand. Between Cape Fegalle and Cape Falcon is a bay in which is the island Habiba.

Marsalquivir, on the west shore of the bay east of Cape Falcon, is a town strongly fortified, built on a point of land called Monte Santo. The roads are well sheltered, and capable of holding fifty sail

sail of the line. It was a Spanish possession, but abandoned in 1792; as was Oran, on the opposite side of the bay, built on the side of a mountain, and well fortified. Kingdom of Algiers.

Cape Ferrat has a ledge of rocks one league and a half distant from it. East of this cape we pass in succession, Arzells, which exports wheat; Marzagan, a considerable town; Sheliff River, which has its source in the ridge of Atlas; Cape Ivi, a very high point, as is Cape Tenes, between which latter and Cape Ferrat the coast is sandy and barren. West of Cape Tenes is a village, before which is good anchorage, sheltered from the Levant wind. Ras-el-Amoosh, a village on a cove, with good anchorage; Sarcelli or Sargel (*Cesarea*), an ancient town and castle at the foot of a mountain.

The Bay of Algiers is eight leagues wide, between Cape Coxine on the west, and Cape Matifou on the east; off the latter is a ledge of rocks and several islets. The bay has good anchorage throughout in twenty to thirty fathoms, and receives the river Haratch. The city of Algiers is on a cove on the west side of the bay; it contains 15,000 houses and about 100,000 inhabitants, and is built amphitheatrical on the side of a hill. It is the richest town of Barbary, as well from the prizes made by the Corsairs as from its commerce. It has a port, formed by a pier, 500 paces long, which joins a small island to the main. It is well fortified, and resisted the attacks of the Spaniards, by land and sea, with 50,000 men, in 1775; and by sea in 1783-4, when they bombarded it with a

Kingdom of Algiers.

large naval force, but could not destroy either the town or shipping. It is surrounded by handsome country houses on the neighbouring hills, which are covered with olives, lemons, and banana trees.

After passing the Bay of Algiers, we find few places of any note, or of which we have any description. The chief seem to be in succession, Tedlis, Tenels, S.E. of Cape Carbon, a steep promontory, with several white hillocks within it. Before Tenels is Pisan Island; Bugereh, or Bugia, on the river Ajebbi, which forms a tolerable port, and by which most of the timber used in ship building at Algiers is brought from the interior. Two leagues north of Bugia is a large perforated rock, called Mettescombe.

To Bugia succeed Mansuria, Balasia, Jigeli, west of Cape Bugaroni, Colo where the French had an establishment to carry on the coral fishery; Storo, in the gulf of the same name, of which the east point is Cape Ferro. The Gulf of Bona is limited on the west by Cape Mabeira, and on the east by Cape Rosa; on the west shore are Port Genoese and Mabeira, on the S.W. the town and harbour of Bona (*Hippone*), in a country covered with fruit trees, where the French company had an establishment. The Bastion of France, on the river Seibus, was also an establishment of the French, as well as Calle, seven leagues further east. They have been both abandoned, and are in ruins. Cape Roux is the west point of the Bay of Tabarca.

KINGDOM

KINGDOM OF TUNIS.

The kingdom of Tunis is limited, on the west, by the river Zaino, which empties itself into the head of the Bay of Tabarca, within the island of the same name; on the east it extends to the Gulf of Cabes. Its coasts are fertile, and well wooded and peopled, but have few good ports, and these are but little frequented. Kingdom of Tunis.

The island of Tabarca is two miles from the entrance of the river above-mentioned; it is one mile and a half in circumference. On its north end is a strong castle, with several towers and corn magazines, built by the Genoese when they had possession of the island. The road affords various good anchorages, according to the winds. It was heretofore much frequented by the vessels of Spain and Leghorn, for corn. The east point of the Gulf of Tabarca is Cape Negro, a long point, making like an island coming from the east. It has a pyramidical rock a little east of it. The town of Zelid-Zaine is at the mouth of the river.

Passing Tabarca, we arrive in succession at Cape Serrat, east of which are the Three Brothers Islands; Biserta (*Hippo Zarytos*) Bay, (of which Cape Blanco, or Marabut, is the west point.) Its shores are composed of sandy downs; but here is an excellent port, where the Tunisian gallies lay up. The two Carni islands are east of Biserta.

Kingdom of Tunis

The Gulf of Tunis is limited by Cape Zibeeb on the west, and by Cape Bon on the east. Off the former is Plane Island. Cape Bon terminates a ramification of the ridge of Atlas towards the Mediterranean. Porto Farino, on the west shore of the gulph, is the ancient *Utica*, celebrated for the death of Cato the Younger. It has a port, sheltered from all winds, and frequented by the Tunisian corsairs.

Tunis (*Tunes*) is situated on a lake, entered by a narrow strait, with only water for boats, and defended by a fort. It is built in a valley between two hills, is three miles in circumference, contains 10,000 houses, and about 50,000 inhabitants, composed of Moors, Turks, Jews, Renegado-Christians, negro slaves, and Kabyles, or natives of the mountains. The streets are narrow, the houses low, and the *tout-ensemble* has a poor appearance. The town has but one well of fresh water, which is reserved for the use of the Pasha, and the inhabitants depend on the rain water they preserve in cisterns. The ruins of Carthage are about ten miles N.E. of Tunis, and consist of some very feeble vestiges. A promontory, named Cape Carthage, is between them and Tunis; and on the south of it, ships having business at Tunis anchor.

The river Mafura empties itself into the Gulf of Tunis, on the west; and before the gulf, west of Cape Bon, is the island Cimaro al Giamour, or Zombino.

From Cape Bon the coast bending to the S.S.W. and

and S.E. forms a great gulf, to which may with propriety be given the name of the Gulph of Tripoli, as it washes the whole coasts of that state. Kingdom of Tunis.

After passing Cape Bon, the first place worthy of notice is Hammamet, or Mahomet. Suza, a strong town, with a castle, on a rocky promontory, off which are five islets; it has a good port. Africa, or Mehedia, a small town, with a castle, on a point of land.

The Gulf of Cabes (*Lesser Syrtis*) lies between Cape Vada, or St. Paul, on the north, and Cape Razelmaber, or Zoura, on the south. Off the former are three islands (*Cercinæ*), the northern named Oeto; the middle, Kerkeni, and the south, Fracoli. The passage between the islands and the main has only two fathoms. The chief places on the gulf are, Sfaxes and Cabes; east of which commences the territory of Tripoli.

KINGDOM OF TRIPOLI.

The dominions of Tripoli, including the great desert of Barca, are limited, on the west, by the river Tabarca, and on the east by the tower of the Arabs, where Egypt is usually considered to commence. Of this extent the desert of Barca occupies all the space between the Gulf of Sidris and Egypt. Kingdom of Tripoli.

The first place worthy of notice is Gerbi, or Zerbi Island (*Lotophagites*), on the east side of the

the Gulf of Cabes. The shores of the island are still covered with the lotus, from whence it derived its ancient name.

The city of Tripoli is four miles in circumference, and has a castle, which, though inhabited by the royal family, is in ruins; and the town seems to be altogether fast declining. It has a triumphal arch, dedicated to Marcus Aurelius, Antonin, and Lucius Verus. It manufactures some cloths.

After passing Tripoli we meet with Lebida (*Leptis-magna*), a town nearly in ruins, with a good port and old castle; and proceeding onwards, arrive at the Gulf of Sidris (Great *Syrtis*), which has on the west Cape Mesurata. In the gulf are the bays of Sudica and Ludra; and in the latter the islands Osellis and Ludra, the ancient *Syrtes*. There are also many other islands and shoals in the gulf.

Between the Gulph of Sidris and Egypt the coast, affording no objects of commerce, is almost entirely unvisited: it is little elevated above the sea, and its navigation is dangerous, particularly in the bight called the Gulf of the Arabs, to the east. In this gulf the Arabs pretend that there are three ports, and describe that named Port Solyman as an excellent harbour.

ISLANDS AND REEFS OFF THE COAST OF BARBARY.

Esquirkes, or Eskirks, two reefs of volcanic rocks, north and south of each other, and surrounded by a bank of soundings. Lat. 37° 47′ long. 10° 55½′ E. His majesty's ship Athenienne was wrecked on this reef.

Keith's reef and bank: the bank is three miles north of the reef, and has a dry spot at its west extremity. Lat. 37° 49′; long. 11° 10′ east. Nelson's Reef, eighteen miles S.E. of the Esquirkes, in 37° 34′.

The island of Alboran, six leagues north of Cape Tres Forcas, is small, barren, and rocky: it is frequented by seals and sea birds.

The island of Galita, W.N.W. of Cape Serrat, is barren and uninhabited. On the east end is a high peaked mountain, and on the south a good road in easterly winds. It is surrounded by rocks above water.

EGYPT.

The limit of Egypt on the west has never been fixed, either in ancient or modern times, the desert which separates it from Barbary not being worth the enquiry. On the east, the torrent of El Arisch is generally considered as its boundary. Nearly the whole coast is low and sandy, and the approach from sea is dangerous; but two certain means of knowing the situation of a ship on making the land are given: 1st. by the colour of the water, which to the west of Alexandria is clear,

clear, but muddy to the east: 2d. the land to the west of the same port is level with the water, and entirely bare of trees, while to the east it is higher, more unequal, and covered with date trees. The distance from the shore is known by the depth, which decreases a fathom in every mile; and to the east of Alexandria, the depths are much less than to the west, at similar distances from the land.

The Nile, which fertilises the valley of Egypt, equally celebrated in ancient and modern history, and the largest river of the old continent, is still imperfectly known in the upper part of its course. It seems to be formed by the union of three rivers: 1. the Tacaza, which descends from the northern side of the mountains of Abyssinia: 2. the Blue River (*Bahr el Azrak*), which from the same mountains descends into the plains of Sennaar, and is the river whose source was visited by Bruce, in about 8° north. The third is called the White River (*Bahr el Abiad*), which seems to have its rise in the Mountains of the Moon, in the kingdom of Dar-fur, and is probably the true Nile, to which the other two are only tributary. On this supposition, its course is about 2,000 miles, during which its stream is three times opposed by ridges of mountains, through which it has forced its way, and at each forms a cataract, the last of which is at its entrance into Egypt, near Syene, and is generally not above five or six feet fall; below this the greatest breadth of the river is a mile, and its greatest velocity three miles an hour; in

in its ordinary state, it is navigable for vessels of sixty tons to the cataract of Syene.

The river begins to rise at Cairo in June [F] and is at its height in October, the greatest rise being twenty-four feet. The waters begin to subside in the same month, and in December, being again returned to their bed, the fertile mud they have left on the low grounds is sewn with grain. Where the stream is confined within high banks, the land is fertilised by canals cut from the river, from which the water is distributed by machines. The Delta was anciently also overflowed, and hence many of the towns are built on artificial elevations, but at present the soil is so much raised, as to be generally above the inundations.*

The Nile abounds in fish, particularly a species of salmon and eels (*muræna Romana*), and is celebrated for its crocodiles and hippopotami, [G] which however are not met below Assiut. Amongst the variety of water-fowl that frequent it, is the turkey-goose (*anas nilotica*), whose flesh is esteemed.

The Nile anciently emptied itself by seven mouths, of which six were navigable. The western, or *Canopic* branch, which passes by Aboukir, is now dry the greatest part of the year. The second or *Bolbitic* branch, empties itself at Rosetta. It is two

* The Delta is the tract of land contained between the two extreme branches of the Nile towards the sea, and received its name from its triangular shape, resembling that of the fourth letter of the Greek alphabet. This denomination is also applied to similar islands in other rivers.

two miles wide, but is crossed by a bar, on which is a very dangerous surf in strong north or west winds, leaving only a few shifting channels for the passage of the country vessels, named Germs or Scherms, from ten to sixty tons, and many of them are wrecked every year: the bar is besides dry in March and April. The depth, at ordinary times, is from four to six feet, but in the inundation, with the winds from the north, there is at times forty-one feet in the Boghaz, or channel. The third, or *Sebenetic* branch, empties itself into Lake Bourlos. The fourth, or *Phatnitic* branch, is that of Damietta: it is, like that of Rosetta, crossed by a bar, that admits only small vessels. The fifth, or *Mendesien* branch, is lost in Lake Menzaleh, but its opening is at Dibeh. The sixth, or *Tanitic*, is the present Om-Faredje. The seventh, or *Pelusiac* branch, is now entirely filled up, but its ancient course is thought to be visible, and is named El-Farame.

The coast of Egypt is lined by lakes or lagoons, separated from the sea by sandy strips of land. That of Mareotis, or Alexandria, the western, has not above eighteen inches water in winter, and in summer is quite dry; though it has no communication with the sea its waters are brackish. Lake Madiah is separated from Mareotis by a narrow tongue of land, along which runs the canal that supplies Alexandria with water from the Nile. Lake Edko and Bourlos are next east: the former was formed by an irruption of the sea, in 1778. Lake Menzaleh is the most considerable of these lagoons,

lagoons, being near fifty miles long and twelve broad. It forms two basins, separated from the sea by a narrow strip of land, and from each other by a peninsula: during the inundations of the Nile, the waters are fresh but grow brackish as it subsides. It has two communications with the sea, by the entrances of Dibeh and Om-Faredje, through which, in the summer, N.W. winds sometimes drive a great volume of sea-water, which, with the addition of the inundation of the river, raises the water in the lake several feet; and when the wind again blows off the land, the water rushes out through the same channels, at the rate of three miles an hour. The general depth, at common times, is only three feet, but in the direction of the *Tanitic* and *Mendesien* branches it is five to fifteen feet. It abounds in fish, particularly mullet, whose rows are prepared into boutaraga, 1,200 boats being employed in the fishery. It also abounds with wild geese, swans, ducks, teals, and widgeons. It has several islands, particularly the group named Matariah, which are inhabited by fishermen.

The towers of the Arabs, nine leagues west of Alexandria, are two high buildings on eminences, which may be seen four leagues. The tower of the Marabout is on the point of land which forms the west limit of the new port of Alexandria.

Alexandria, called *Escanderia* by the Turks, is situated amidst the ruins of the ancient city, on the artificial isthmus that joins the island of Pharos to

to the continent; it is surrounded by a double wall, thought to be of Sarescenic construction, with ruined towers. The streets are so narrow that mats are stretched across them to serve as awnings. The houses are of stone; the population is estimated at 16,000 souls. In recent times Alexandria was the entrepot of the commerce between Egypt, Constantinople, Leghorn, Venice, and Marseilles; its chief exports being rice of the Delta, wheat of upper Egypt, Levant cloths, soap, Morocca leather, and the productions of India and Eastern Africa. It has two ports: that on the north of the island (now peninsula) of Pharos is called the great or new port, and is appropriated to the vessels of Christians, but being exposed to the north and the bottom rocky, on the appearance of bad weather ships usually put to sea, rather than run the risk of riding out a gale. It has also several banks and grows daily shoaler, so that large ships cannot now enter it. Its entrance is defended by the insignificant castles of the great and little Pharillon on either side. The Old Port (*Eunostos*, or of safe return), is on the south of the peninsula, and is reserved for Mahometan vessels; it is well sheltered in every direction, and has safe anchorage in five to six fathoms.

The magnificent column, a little way south of Alexandria, improperly named Pompey's Pillar, and generally thought to have been erected to Severus, is, according to recent researches, the grand column of the ancient Serapeum, a large edifice

edifice, consecrated to the worship of an Egyptian divinity. The shaft is a single block of red granite, six feet in circumference; and the capital and pedestal two other blocks: the whole ninety-one feet high. Cleopatra's needles are two obelisks also of granite, one of which is erect, and is sixty feet high; the other is overturned, broken, and almost covered with sand. Two miles west of the old port are the remains of a subterranean temple of Diana. The Catacombs are at present the retreat of chacals, and Cleopatra's baths, into which the waves now wash, are seen on the shore.

Aboukir, four leagues east of Alexandria, is a poor village of 100 inhabitants, on the rocky strip of land that separates Lake Madiah from the sea, and on which are seen the ruins of the ancient *Canopus*. Its bay, celebrated for the great naval victory gained over the French fleet by Admiral Nelson, in 1798, is entirely exposed to the N.E.; but within a point, on which is a castle, small vessels may lay well sheltered.

Rosetta, *Raschid* of the Arabs, is two leagues within the bar of the second entrance of the Nile, amongst date trees and sycamores. It has 12,000 inhabitants, and is the entrepot of the commerce between Cairo and Alexandria. The passage up the river is defended by the square castle of St. Julian, flanked with four towers, and by other works.

Grand Cairo, called by the Turks *el-Kahira*, or the *Victorious*, and by the Arabs, *Misr*, Unequalled, is situated near the east bank of the

Nile, at the foot of Mount Mokattam. It is surrounded by a stone wall, three leagues in circuit, with towers at intervals of 100 paces, and is supposed to contain 300,000 inhabitants, Arabs, Copths, (or the race of ancient Egyptians), Turks, Greeks, Armenians, Jews, and western Christians. The Arabs are, however, thought to be nine-tenths of the whole. The streets are narrow, tortuous, and unpaved; the houses lofty, with terrace roofs; many mosques, palaces of the beys and coffee-houses. The citadel, on the highest part of the town, occupies a considerable space, but is in ruins. The city is supplied with water from the Nile, in leather bags, conveyed on camels or asses. Boulac, which is the port, is immediately on the bank of the river, and one mile and a half from the city: here are vast magazines for corn.[81]

Between Rosetta and Damietta the coast is low and sandy. The latter town is on the right bank of the fourth branch of the Nile, two leagues above the Baghaz, amongst rice grounds. Its population is variously estimated between 30 and 80,000. It has considerable trade, being the entrepôt between Syria and Egypt. Near the town are two large salt marshes, in which salt is formed by solar evaporation.

To the east of Lake Menzaleh are seen the ruins of Pelusium, from which, to El Arisch, the shore presents only downs of moving sand. The ancient lake Serbonis was in this space: and near the point of Karazon Pompey was assassinated.

El Arisch

El Arisch (*Rhinocorura*) is two miles and a half from the sea, with a square fort and town at each angle. It was nearly laid in ruins by the French.

The Isthmus of Suez, which separates the Mediterranean and Red Sea, and unites Africa and Asia, is generally low, composed of calcareous shelly rock, freestone, and silex, and in great part covered with sand or brackish marshes. The breadth of the isthmus between Suez and the lake Birket-el-Ballah, which joins that of Menzaleh, is 59,250 French toises. From the shores of the Red Sea the inclination of the isthmus is *in descent* to the Mediterranean; the level of this latter being thirty-four feet lower than that of the former. In the middle of the isthmus is a hollow, named the Bitter Lake, which is fifty-eight feet lower than the level of the Red Sea, whose waters would fill it, were they not kept out by a sandy isthmus, elevated one to three feet above the sea. Some naturalists have supposed an ancient communication between the Mediterranean and Red Sea; but had such a communication ever existed, it would probably still do so, and, at all events, there is to be found no historical or traditional evidence of the fact.

But though no natural communication has existed between the two seas since the memory of history, the industry of man had, in the earliest ages, attempted the creation of such a communication, the remains of which are still to be distinctly traced. This great canal commenced at Belbeis, on the *Pelusiac* branch of the Nile, and

curved round to the north, through the valley of Arabs-Tonmyiat, whose level is thirty-five feet below that of the Red Sea, and in which several portions of the canal are so well preserved that they require little more than cleaning out; from hence it ran through the Bitter Lake, beyond which the vestiges again appear in the isthmus, which separates this hollow from the Red Sea. The epoch of the formation of this canal is unknown, and it appears that its navigation was abandoned before the time of Pliny, who describes it as only extending from the Nile to the Bitter Lake. The Arab writers, however, attest that it was repaired by the Calif Omar, and was used between the years 644 and 767, when it was closed by order of the reigning Calif, in order to cut off the provisions from a rebel chief. During the French occupation of Egypt the possibility and utility of re-establishing it were discussed, and the conclusions were, that it might be effected at little expense; but that as the navigation would depend on the rise and fall of the Nile, and on the monsoons in the Red Sea, and as these conditions do not coincide so as to afford an uninterrupted navigation, the utility of the canal would be of minor importance to commerce.

THE

THE BLACK SEA.

The Black Sea, *Pontus Euxinus** of the ancients, extends between forty-one and forty-six degrees of latitude. Its greatest length, from the coast of Roumelia to the mouth of the Phasis, is 260 leagues; and its greatest breadth eighty leagues from Cape Baba, in Anatolia, to Odessa. The modern name of Black Sea is probably from the frequent thick fogs that cover it, and which seem to be caused by the mountains that surround it preventing the escape of the vapours that arise from its surface. Name.

The Black Sea is entered from the Mediterranean through the Channel of the Dardanelles, the Sea of Marmora, and the Channel of Constantinople. The ancients, and after them, many modern naturalists, are of opinion that this sea was originally a lake, formed in a valley by the waters of the rivers, which accumulating in the course of ages, at length rose above the barriers that confined them, and opened a passage for themselves into the Mediterranean, through the channels above mentioned. Formation.

* The first navigator of Greece who ventured on this sea, having been repulsed or massacred by the ferocious inhabitants of the coasts, gave it the name of *Pontus Axinos*—sea, "unfriendly to strangers." The repeated visits of the Greeks, however, softening the manners of these tribes, Grecian colonies were established, and the word *Axinos* was changed for *Euxinus*, having a direct contrary signification, that is, "friendly to strangers."

mentioned. Polybius and Buffon are of opinion that the Black Sea will in time be filled up by the mud carried into it by rivers, as well as by the diminution of the waters of these rivers, in consequence of the degradation of the mountains; and it is said that a considerable decrease of depth is observed to have taken place in the Sea of Azoph.

Rivers. The Black Sea receives a considerable portion of the fresh waters of Europe as well as of Asia Minor;—by the Danube, which collects the waters of a great part of Germany, Hungary, Bosnia, Servia, Transylvania, &c.; by the Dniester and Dnieper, which receive those of a part of Russia and Poland; by the Phasis, which collects those of Mingrelia; by the Sangaris, and others, from the coast of Anatolia; and by the Kuban and the Don, through the Cimmerian Bosphorus. The quantity of fresh water thus conveyed into this sea renders it so little salt that it freezes with a moderate degree of cold, and the mud carried into it causes its waters to be very turbid. It is calculated that the fresh water received by the Black Sea is nine times more than what it discharges into the Mediterranean through the Bosphorus, and that the overplus is carried off by evaporation alone. The streams of the rivers produce violent currents, particularly in summer, when they are increased by the melting of the snows; and in strong winds against these currents, a high chopping sea is produced, which, together with the fogs, renders the navigation of this sea extremely dangerous, particularly to the small and badly constructed

structed vessels of the Greeks and Turks, that principally navigate it: for being unable to lay to when it over blows, they are obliged to run before the storm; and if they miss their port, which is often the case, from their ignorance of the proper use of the compass, they are certain to be wrecked. Independent of these dangers, the sea is, however, free from any others, having neither islands, rocks, or shoals, in the general track of navigation.

Climate. The general climate of the Black Sea is cold and humid, and there are many records of the Bosphorus being entirely frozen over. At Constantinople it is not uncommon for a severe cold in winter to succeed to a great heat; and, on the other hand, snow often falls in June, so that the Turks say, that at Constantinople the summer and winter shake hands.

Fish. The Black Sea possesses many of the fishes enumerated in the account of the Mediterranean; particularly the tunny fish, which, as we have already noticed, enters this sea to spawn, and sometimes in such vast shoals that the port of Constantinople is encumbered with them. The other fish mentioned as most abundant are mackarel, sole, turbot, whiting and roach: some writers also speak of herrings entering this sea in shoals, but they are, doubtless, only large sprats; their appearance is considered the sign of a good sturgeon season. Several of these fish are salted and sent to Constantinople, where, from their cheapness, they form a great part of the food of the lower classes of Greeks, Armenians, and Jews. Of the roes of

the sturgeon (*acipenser sturio*) of the Danube and Dnieper, a great quantity of caviar is made, and their sounds are converted into isinglass.

Hellespont. The canal of the Dardanelles, the ancient *Hellespont*, is sixteen leagues in length, and resembles an immense river flowing majestically between two chains of elevated and fertile hills. It is without rocks or shoals, and has in some parts a depth of sixty fathoms, and generally eight or nine fathoms within a mile of the shore. The objects that first attract the eye in entering from the Archipelago are the first Castles of Europe and Asia. The former, called by the Turks *Set el Bahr*, the barrier of the sea, is situated at the extremity of the *Thracian Chersonesus*, and as well as a little village close to it, is supposed to be built out of the ruins of the ancient *Eleus*. The tomb of Protesilaus is identified in a mound near the castle.

On the Asiatic shore, opposite the First Castle of Europe, is Cape Janissary of the Europeans, or St. Mary of the Greeks (*Sigæum*), near which is the little town of *Yenni-shehir*,* and half a league within the cape is the First Castle of Asia, called by the Turks *Koum-kalessi*, or the Sand Castle, 5,400 yards distant from the first of Europe. Between Cape Janissary and the castle are two mounds, supposed

* The English and other Europeans improperly call this Cape *Janissary* supposing the Turkish word to be *Yenni-cherri*, new militia, the name of a celebrated corps of Turkish troops. The proper word is *Yenni-shehir*, new town.

supposed to be the tombs of Achilles and Patroclus. Hellespont.
A little east of the castle the *Simois, Mendere Soui* of the Turks, empties itself, which though it dries in summer, is the most considerable stream that falls into the Hellespont.* East of the First Castle of Asia is Barber's Point, *Kepos Bouron* of the Turks, (*Dardanus*), on which stood the City of Dardanus.

Four leagues within the First Castles, the channel is contracted by a promontory on each shore to 2,700 yards, and this strait is properly the Dardanelles; on each promontory is a castle. The cape, on the European side, is the ancient *Cynosema* on which was the tomb of Hecuba. The castle on it is called the Second Castle of Europe, and by the Turks, *Kelidar Bahr*, the Padlock of the Sea. The Second Castle of Asia is named *Sultania Kalessi*, the Sultana's Castle, and vulgarly *Chanak Kalessi*, the Castle of Pottery, from the quantity of fragments of pottery found near it. Close to it is a town of 4,000 inhabitants, chiefly Jews, who live by supplying ships passing with provisions. The ancient *Rhodius*, an insignificant torrent, washes the walls of the Second Castle of Asia on the south.

After passing the Second Castles, the channel widens, and on the European shore are three coves. On the first (the ancient *Portus Cœlus*, celebrated for the naval victory gained by the Athenians over the

* Recent researches prove that the Scamander unites its waters to the Simois before it reaches the Hellespont.

Hellespont. over the Lacedemonians, which lost the latter the sovereignty of the Hellespont), is the town of Mayta (*Madytos*), inhabited chiefly by Greek seamen. The second cove, named by the ancients *Koilos*, on account of its depth, has still the little corrupted one of *Koilia* or *Kilia*. The third cove is the ancient port of Sestos, and is called by the Turks *Ak Bachi Liman*, the Port of the White Head. On a hill rising behind it are the ruins of the fort of Zeminia, the first place taken by the Turks, when they crossed the Hellespont under the Sultan Orcan, in 1356. The site of the ancient Sestos is still to be traced by some vestiges two miles east of Mayta.

On the Asiatic shore, opposite Sestos, is the promontory of Negara, which again narrows the channel to 2,700 yards, and seems to close the passage. This point is thought to be the promontory of *Abydos*; and close to it are some feeble vestiges of buildings, consisting of heaps of rubbish, in which are found fragments of bricks, pottery, granite and marble, indicating the site of the ancient city: the space occupied by these remains is now planted with fruit trees, and enclosed within a wall.

Beyond Point Negara the channel varies in breadth from three quarters to a league and a half. On the European shore the *Egos potamos*, or Goat River, *Kara-ova sou* of the Turks, empties itself; it is a small stream, on whose banks was fought the decisive battle which put an end to the Peloponnesian war. On the same shore is Gallipoli (*Callipolis*),

(*Callipolis*), five leagues from the entrance of the sea of Marmora, containing 16,000 inhabitants. On the opposite coast is Lampsaki, the ancient *Lampsacus*, celebrated for the worship of Priapus, now a poor village.

Vessels of war of all nations in amity with the Porte are permitted to enter the channel of the Dardanelles, and to anchor between the first and second castles, but on no account are allowed to pass the latter without an express permission from Constantinople. Merchant vessels may proceed direct to Constantinople, but on their return they are obliged to anchor either off Point Negara, or before the village of the Dardanelles, where they are visited, in order to ascertain that they have proper clearances, and that there are no prohibited goods, runaway slaves, or subjects of the Porte, not Mussulmans, on board.

From the Dardanelles we enter the sea of Marmora, the ancient *Propontis*, which is fifty leagues long and from thirty to six broad. It receives no river of consequence; that of Mikalitza, the ancient *Ryndacus*, which empties itself on the Asiatic coast, is the most considerable.

Following the European coast of the sea of Marmora, we meet in succession the ruins of Pactia, called by the Turks Paulio Paulino, Ghanos, Rodesto, the *Tchiri-daghi* of the Turks (ancient *Bisanthe* and *Rhædestus*), situated on the declivity of a hill, and which supplies Constantinople with provisions. Point Rodesto is a remarkable head, higher than the land on the east and

Sea of Marmora. and west. Erekli or Raklia (*Heraclia*), supposed to have been founded by Hercules, has the remains of an amphitheatre and other antiquities. Sylivria (*Selymria*), a small town on a cove, which receives several rivulets; it sends corn to Constantinople. St. Stephano consists of thirty well-built houses, inhabited by Greeks; and a manufactory of gunpowder for the Turkish government. Near it are two lagoons, separated from the sea, of which they were anciently gulfs, by marshy strips of land, of modern formation; they still however have communication with the sea, and the channel into the largest is crossed by three vast bridges.* They abound in fish, particularly carp, which are said to grow to the size of sixty and even eighty pounds.

On the Asiatic shore of the sea of Marmora, prolonging it from the entrance of the Dardanelles, are Beroumdere; Caraboa (*Priapus*), from which to the peninsula of Cizicus the coast is low and swampy, and has three rivers; the *Granicus*, now called *Out-soola-soui*, whose waters are absorbed in a marsh; the *Œsepus*, Satalidere of the Turks, which empties itself by two mouths, and the *Tarsius*.

Cizicus, formerly an island, is now joined to the main by a natural isthmus half a league broad. It is twenty leagues in circuit, very mountainous, but

* They are called *Boyuk-Chekmedjeh* and *Kouchuk-Chekmedjeh*, or the great and little drawbridges.

but produces a considerable quantity of white wine and oil, and its woods abound with game. Its population, composed of 20,000 Greeks and Turks, occupy twenty villages, of which Artakki (*Artace*), the principal, is composed only of wooden huts; it is on the S.W. part of the peninsula, and has a good road. A league east of it are some magnificent ruins of the ancient city of *Cizicus*. The bay, formed by the peninsula on the west, is called the Gulf of Daidina, and that on the east the Gulf of Panormo. On the continental shore of the former is Port St. Peter, and on the latter the town of Panormo (*Panormus*), surrounded by plantations of mulberries and vines, and having 4,000 inhabitants. Off the west end of the peninsula are nine small islands, of which the largest, Aferia and Arabler, are the ancient *Ophiusa* and *Halone*; the others are Auzea the north-western, Panai, Mamella, St. George and St. Simeon. Off the east end of the peninsula is the island St. Andrew. Sea of Marmora.

The Mikalitza (*Ryndacus*) empties itself among muddy islands, but is navigable for large boats to the town of the same name, sixteen leagues from its mouth; the Ufersoui (*Horsius*) empties itself east of the Mikalitza.

The Gulf of Moudania or Mundania (*Cius*) runs into the land ten leagues, between two ridges of mountains. On the south shore, five leagues from the entrance, is Moudania, on a creek, and on the site of the ancient *Myrlea* and *Apamea*; it is the nearest

Sea of Marmora.

nearest port to Brusa,* of which it exports the saltpetre, white wine, and silk. At the head of the gulf is the village of Kemlek or Ghemlek of the Turks, called Kios or Ghio by the Greeks, on the site of the ancient *Cius*. It is inhabited by 2,000 Greeks, and exports wine, wheat, fruits and silk to Constantinople. Half a league south of the village, on the banks of the ancient *Cius* or *Ascanius*, is a building place for Turkish vessels of war.

The Gulf of Is-nikmid (*Astacus* or *Astacenus*) is surrounded by steep and picturesque shores. Is-nikmid (*Nicæa* and *Olbia*, the capital of *Bythnia*) is on the north shore, and contains 20,000 inhabitants.

Gebeziah, north of the Gulf of Is-nikmid, is a small well built town, supposed to occupy the site of the ancient *Lybissa*, where Hannibal lost his life. Pantike (*Pantichium*) and Kadi-keui (village of the judge) are poor villages; the latter is on the site of the ancient *Calcedonia*, and on a little stream three quarters of a mile from the entrance of the Bosphorus.

The *Propontis* has some islands worthy of notice; among which that of Marmora, or Marmor, which has given its modern name to this basin, is the most considerable. The name of Marmor is significative of this island being a solid rock of white

* Brusa or Prusa, a city of 60,000 inhabitants, at the foot of Mount Olympus; it has a great trade, the caravans between Constantinople, Smyrna, Aleppo, and Ispahan passing through it.

white marble veined with blue. It is the ancient *Proconesus*, *Elephonesus*, and *Neuris*; is separated from the peninsula of Cizicus by a channel one league broad, and is three leagues distant from Point Rodesto, on the European shore. It is twenty leagues in circuit, is composed of two large hills extremely barren, and inhabited only by a few Greeks. On the south side are two small ports, and off the same side two low islands, called Aveczia and Coutalli. Off the N.W. end are two other islands, named Gaidoura and Kamoli. Sea of Marmora.

Twelve leagues east of Marmora and three from the coast of Asia is Kalo-Limne, or the Monk's Island, low, fertile, and inhabited by some Greeks.

The Prince's Islands (*Demon-essi*) are opposite Pantike, on the coast of Asia, and six miles distant, being about ten miles from Constantinople. They are nine in number, four larger and five lesser; the former are Prota, Antigona, both very sterile; Chalkis, or Kalkis (*Kalkitis*), has its name from a copper mine of ancient celebrity. On its north side is a cove, called Cham-Liman, on the part of the Poplars. Prinkipos, the largest, though volcanic and rugged is fertile, and has a village of 2,000 Greeks on the east side; this island, as well as Kalkis, has many Greek convents on eminences. The five lesser islands are Coneglio, or Rabbit Island, so named from the great number of wild rabbits which are its only inhabitants; it is entirely composed of rocks. Oxia, Plata, or Hellespont.

Low

Low Island, and two barren nameless rocks, complete the number.

Bosphorus. The Channel of Constantinople, or *Bosphorus of Thrace*, is six leagues and a half long, and from 600 to 2,000 yards broad, winding like a river between two chains of mountains, whose summits are clothed with wood, their sides cultivated, and the margin of level land which borders the water covered with villages, which on the European side form an almost uninterrupted chain from Constantinople to the entrance of the Black Sea.

The first object that seizes on, and astonishes the eye on entering the channel, is the city of CONSTANTINOPLE, called Stamboul by the Turks, and the ancient *Byzantium*. It is situated on a point of land washed by the sea of Marmora on one side, and by the port on the other. Approaching it by water, its appearance is most magnificent, being built on several elevations, and presenting an imposing mixture of the minarets of mosques, and handsome looking houses, interspersed with trees. The charm, however, vanishes on landing: the streets are found to be narrow, and the houses built of clay and wood. The population, including the suburbs, is estimated at 400,000 souls.

The port of Constantinople (*Gulf of Ceras*) is on the east of the city, which it separates from the suburbs of Galata and Pera: it is 6,600 yards (three miles and three quarters nearly) in length, and its mean breadth is 600 yards. The egress is

easy

easy with every wind but the north, and this sel- Bosphorus.
dom blows, and never for more than a few hours at a time. The port has besides another great natural advantage, in always keeping itself from filling up, for the current which issues from the Black Sea, striking against the Seraglio point (the west point of the entrance) enters the port on the side of the city, and making its circuit, runs out again along the opposite shore; this rotatory current, combined with that produced by several streams of fresh water which empty themselves into its head, washes out all the filth thrown into the port by the inhabitants, which would otherwise very soon fill it up.

The marine arsenal is on the east side of the port, and consists of dwellings for the guards and workmen, and some sheds containing a small quantity of naval stores, the whole in a miserably neglected state. The *Bagne*, within the arsenal, is a depot for criminals condemned to public labour, as well as for prisoners of war.

The famous castle of the Seven Towers, is at the west extremity of the city: it is of great extent, surrounded by a wall flanked with large towers. Here the foreign ministers are usually imprisoned on a rupture with their nations.

On the Asiatic shore of the Bosphorus, opposite Constantinople, and about a mile distant, is SCUTARI (*Chrysopolis*), which is considered as a suburb of the capital, and has 80,000 inhabitants.

The defences of the Bosphorus, though latterly greatly increased, are still insufficient to prevent

Bosphorus. the passage being forced by a fleet from the Black Sea. In entering the channel from the Sea of Marmora, we first meet with *Roumeli-Hissar* (the fort of Roumelia), two leagues east of Constantinople, and on a promontory called *Kislar bouroun* (Woman's Point*), and another on the Asiatic shore nearly opposite, called *Anadoli-hissar*, the Fort of Anatolia. The guns on both are without cover. To Roumelia Hissar succeeds *Roumelia Kavak*, a battery of a few guns; *Bojouk liman*, ten guns; *Karipehe*, twenty-three guns, twenty-four and thirty-six pounders; and the castle of *Tanarika*, at the entrance of the Black Sea. On the Asiatic shore to Anadoli Hissar, succeed the battery of *Youcha*, on a promontory, with twenty-three guns and twelve mortars; *Anadoli Kavak*, thirty-seven guns and fourteen mortars; *Porias liman*, twenty-three guns; and a fort near the entrance of the Black Sea.

The tower of Leander, *Kis-Kalessi* of the Turks, is on a rock nearly in the middle of the canal; it has within it a well of good water, and some guns on the ground floor, having an upper stage for the guards. A light is kept burning on it at night.

Near the entrance of the Black Sea is a light-house on each shore of the Bosphorus; that on the European shore being on the ancient *Panium prom.* and that on the Asiatic side on the ancient *Ancyreum*

* Ancient *Hermea prom.* at which the armies of Darius and of the Cross passed the Bosphorus on bridges of boats.

*Ancyreum prom.** Both are wretchedly attended to. Bosphorus.

Off each point of the entrance of the Bosphorus from the Black Sea, is a group of rocky islets which retain their ancient name of *Cyaneas*. The Greek poets describe them as floating, probably from their appearing more or less elevated, as the sea is more or less depressed with the wind blowing from the south or north. On one of those near the European shore are some remains of masonry, usually called Pompey's Pillar, though from an inscription still legible, it was evidently erected to Augustus.

On the European side, the Bosphorus receives only some insignificant rivulets formed in the vallies, and on the Asiatic shore the only ones of any consideration are the Kutchick-Soui, or Little River, and Iok-Soui, which empty themselves near Anadoli Hissar. The Giant's Mountain is a conspicuous hill on the same shore, and has its name from a great mound on its summit, supposed by the Turks to be the tomb of a giant.

A constant current sets from the Black Sea through the Bosphorus, but this channel having seven abrupt sinuosities, counter currents and eddies are formed on either shore, as in a river. In entering the Bosphorus, the current first sets into the curve of Bojoukdere against the point called Kishe-bouroun on the European shore,

* This promontory received the name of *Anoyreum* from the stone anchor the Argonauts took from it by order of the Oracle.

Bosphorus. which throws it off towards the coast of Asia, where it strikes against the point of Kauledge-bouroun. Repelled by this point, it again returns towards the coast of Europe at the point Kislar-bouroun, and from thence towards Vania-Keui on the coast of Asia; again towards the European shore at Effendi-bouroun, which throws it off towards the point of Scutari on the opposite shore; and finally from this last it strikes against the Seraglio point, which divides it, one part of the stream running through the entrance of the Bosphorus into the Sea of Marmora, and the other, as we have already noticed, makes the circuit of the port, running in along the side of the city, and out on that of the suburbs, the latter with such velocity, that it forms a strong counter current near the shore to Effendi-bouroun, where meeting the regular current, their opposition creates a violent agitation of the waters. In the strength of the stream of the general current, its velocity is from three to five miles an hour. Violent eddies are also experienced below the points which throw off the stream.

Coasts of the Black Sea. In general the coasts of the Black Sea are elevated and rocky; a few spaces only being composed of sandy downs. From the entrance of the Bosphorus to Kara-Kerman, the coast is lined by the mountainous ridge of Hæmus, now Balkan, terminating at Cape Emeniah, (*Hæmi extremum*). The vallies between these mountains form little coves towards the sea, where vessels load the timber of Hæmus for Constantinople. On this coast

coast we meet, in succession, with Derkus, Midjeh (*Salmy-dassus*), Omidra, Iniada (*Thinias*), Akteboli and Vaidoura. The Gulf of Foros, or Burgos, limited on the south by Cape Emeniah, is four or five leagues wide, and runs in nearly the same distance. It has several roads fit for the largest ships; the principal of which are Sizeboli (*Appolonia*), Foros, Tchingana, Ahiolu, Burgos, and Mesembria. Tchingana is a modern village, with a well sheltered road but bad bottom. Ahiolu is amongst marshes, which afford a quantity of inferior salt. Burgos, at the head of the gulf, is a considerable place, and has a large trade with Constantinople, whither it exports wool, iron, corn, butter, cheese, and wine. Mesembria (Messouri of the Turks), on the north shore of the gulf, is on a rocky peninsula, joined to the main by a low isthmus, sometimes nearly overflowed. Small vessels are built here of the oak of the neighbouring country. Roumelia.

On the coast of Bulgaria, comprehending the ancient Mæsia, the places of any note are, Varna (*Odessus*), at the mouth of a river which forms a large lake and extensive marshes. It has 16,000 inhabitants, is surrounded by a ditch, and defended by an old castle. It exports corn, fowls, butter, eggs and cheese, to Constantinople. Near this town a great battle was fought in 1544, between the Hungarians and Turks, in which Ladislaus, king of Hungary, lost his life. Bulgaria.

To Varna succeeds Kalekria, with a good road, Balchak (*Crami*), Mangolia (*Calatis*), Keustengi (*Constantiana*),

Bulgaria. (*Constantiana*), all of which export provisions and wood to Constantinople. Kara-Kerman (*Istropolis*) is a large village on the beach, defended by a square castle, flanked with round towers. Several shoals off it oblige vessels to anchor a league south of the village. The principal export is corn.

From Kara-Kerman to Aktiar, in the Crimea, the coast is low, and the shoals formed by the rivers run off a considerable distance. The coast of the Crimea, from Aktiar to Kaffa, is bordered by high peaked mountains, with vallies terminating in little coves.

The DANUBE, *Donau* in German, the largest river of Europe, has its source in the court-yard of the prince of Furstenburg, in the town of Doneschingen, grand dutchy of Baden; and after a course of 1,600 miles, empties itself into the Black Sea, between Bulgaria and Besarabia, by seven mouths, among swampy islands and shifting banks. The principal mouths, from south to north, are, Visi-Bogasi (*Sacra Osteum*), Ghiurcheva-Bogasi, Sunne or Sulina-Bogasi (*Nareum Osteum*), the most frequented, being 100 fathoms wide, with a depth of three fathoms, its stream running out three miles an hour; Ruski-Bogasi (*Calum Osteum*), and Kilia-Bogasi (*Boreum Osteum*).

The Danube passes through Sigmaringen, Ulm, Ingoldstadt, Ratisbon, Lintz, Vienna, Presburg, Buda, Belgrade, Semendria, Widdin, and Rutschuk. Between Buda and Belgrade it has depth for the largest ships; but below this it is crossed by

by cataracts, which prevent its navigation to the sea. It abounds in fish, particularly the sturgeon. Towards its mouth the ancients gave it the name of *Ister*.

Opposite the mouths of the Danube is Serpent's Island, Ulan-Adassi of the Turks, and Fidonisi of the modern Greeks, the ancient *Leuce*, or White Island, celebrated for a statue and temple of Achilles. It is but two miles long, and half a mile broad; its south shore presenting rocky cliffs, fifty feet high. It produces some grass and shrubs, and is frequented by vast flocks of sea birds. A cable's length round it the depth is twenty fathoms. The Russians absurdly believe that this island is so infested by serpents, that certain destruction would be the consequence of landing on it.

RUSSIA.

Kherson.

The NIESTER or DNIESTER (*Tyras*) rises in Podolia (Poland); it is very rapid and full of banks. After a course of 600 miles, it empties itself into the northern gulf of the Black Sea, separating Besarabia from the Russian province of Kherson. A bank before it forms two channels, that on the west being called the Channel of Constantinople, and the eastern, the Channel of Ockzakof. The first is 150 fathoms broad, and the other eighty; but neither have more than eight feet water. Above the banks the river forms the Lake of Ovidova, two leagues broad.

Kherson. Akerman (or the White Tower) is on the south bank of the Dniester; it has some trade, exporting corn, wool, hides, butter, wine and wood. On the opposite bank of the river is Ovidopol.

Odessa, between the Dniester and Dnieper, when possessed by the Turks, was called Kodjabey. Since it has been ceded to the Russians it has been considerably improved. It is in a healthy situation on the side of a hill; the streets strait and wide, the new buildings of cut stone, with an exchange, a lazaret and extensive magazines. It is defended by a small citadel, in good order, with a double ditch and several outworks. It is deficient in water, most of the wells being brackish. Its population, in 1804, was 15,000; and its commerce considerable, particularly in the export of grain. In 1805 two English commercial houses were established here. The road, though exposed to the east, is tolerable safe; and it has, besides, a port formed by two moles, capable of receiving vessels of 500 tons; and a handsome quay one werst and a half long. The neighbouring country, for a distance of 150 wersts, in all directions, is a stepp * totally bare of trees.

The Nieper, or Dnieper (*Borysthenes*), rises in Mount Saldai, in the government of Smolenski, and empties itself into the northern gulf of the Black Sea, separating the Russian provinces of Kherson and Taurida. Towards its mouth it forms a shallow and marshy lake, which, abreast of Ockzakof, is two miles and a half broad, and more at the

* A stepp is a tract of fertile land uncultivated.

the confluence of the Bog. The entrance is almost closed by shifting sand-banks; in the temporary channels between which there is seldom more than five feet water. The river remains frozen over from the middle of December to the middle of February, and in the month of May it overflows its banks and leaves stagnant lagoons in all the low country.* It abounds with fish, particularly sturgeon, carp and pike. It is navigable nearly its whole course, with the exception of about seventy wersts, where, below the town of Kief, it is impeded by thirteen cataracts.

The island Berezen (*Borysthenes*), opposite the Dnieper, is only 500 fathoms long and 126 broad; its shores present perpendicular cliffs of rock and clay, which render it almost inaccessible.

Ockzakof is a small town near the mouth of the Dnieper on the right bank; it is fortified, and on the opposite shore is the fortress of Kinburn. Gloubuk is a village on a small eminence at the mouth of the river. Vessels of considerable size lay in its road, and those of ten or twelve feet close to the shore.

Kherson, or Cherson, on the right bank of the Dnieper, eight or nine leagues above Gloubuk, near the confluence of the Ingouletz, is a new town, founded by the Russians in 1778, and intended to be the entrepot of the Russian trade of the Black Sea, but the extension of the Russian dominions on the west has caused it to be superseded

* The Canal of Orel unites the Dnieper and Wolga, and forms a communication between the Black and Caspian Seas.

Kherson. ceded by Odessa. The Dnieper is five miles wide at Kherson, but has so little depth that vessels of six feet only can ascend to it. The Russians, however, build line of battle ships here, and float the hulls down the river on camels, after which they are conveyed to Ockzakof to be equipped. Kherson is defended by a citadel, and is surrounded by a double ditch. Half a mile from the town a simple brick pyramid points out the grave of the philanthropic HOWARD.

Nicolaef, in a healthy situation on the Bog, is a new town, covering a large extent of ground. It is handsomely built and has an extensive marine arsenal, being the seat of the Russian marine administration of the Black Sea, and the station of the flotilla.

CRIMEA, OR TAURIDA.

Crimea. The CRIMEA, the ancient *Taurica Chersonesus*, and in the charts of the last century *Crim-Tartary*, is joined to the continent by the isthmus of Perekop, five miles broad. On the west this isthmus is washed by the Black Sea, and on the east by a shallow inlet or lagoon of the sea of Azoph, the ancient *Byces Palus*, named in modern charts the Negropine, or Putrid Sea, the Sea of Sivach, and in the Russian charts, *Guiloemore*, or Sea of mud. The entrance is through the Strait of Torikai, on the north. The isthmus is crossed by a low rampart of earth, with a dry ditch on its north side. Perecop (*Taphros*), though by the maps it would appear a place of some consequence, contains only barracks for a few invalid soldiers,

soldiers, and the habitations of the port master and officers of the customs. Crimea.

All the northern part of the peninsula is an undulating plain, abounding in salt marshes. Towards the south it is mountainous, forming an elevated platform, whose summit retains the snow till the end of May, and whose sides are covered with fine forests. The vallies are extremely fertile, producing a great quantity of corn and fruits, and pasturing vast herds of cattle. Two of its rivers are of considerable size; besides which, the mountainous division has numerous lesser ones, which partake of the nature of torrents. The climate is temperate and healthy, the summer's heat being moderated by constant breezes, and the cold of winter never exceeding a few days of continued hard frost.

After being successively possessed and ravaged by different hordes of Barbarians, the Crimea was conquered by the Mongul Tartars in the thirteenth century, and formed a province of the Mongul empire. By permission of the Monguls the Genoese got a footing in the peninsula as merchants, but taking advantage of its internal commotions, they at length possessed themselves of the supreme authority *de facto*; the Tartar Princes, or Khans, being elected or deposed at their will. In 1441 the peninsula was formed into a separate state, under the supremacy of the Sultans of Constantinople, and the Genoese shortly after lost all authority in it, and were finally expelled. It, however, only changed masters, being speedily reduced

Crimea. reduced to an entire subjection on the Porte, under whose devastating despotism it remained until 1774, when Russia, at the peace of Kainardgi, stipulated its independence under its Khans, reserving to herself some of its strong places, as a bulwark against the predatory incursions of the Tartars of the Continent. This state of things did not, however, long exist. The Crimeans preferring an union with the Turkish empire to a nominal independence, but real subjection to Russia, a civil war was the result, in which the adherents of the Ottomans were worsted, and the Khan, who had been appointed by the influence of Russia, ceding to her an authority which he could not defend, the Turks were obliged to abandon the peninsula, which was finally guaranteed to Russia, together with its dependencies on the continent, in 1784.

The troubles which preceded this annexation greatly reduced the population, by the emigration of the Greeks and Armenians; and since its subjection to Russia, the Tartars have fled in vast numbers into the Turkish dominions, so that its present population is not supposed to exceed 50,000 souls.

The Crim-Tartars are divided into those of the towns and those of the mountains: they are painted by travellers in amiable colours, their disposition being mild and generous, and their manners temperate, cleanly, and hospitable. The houses in the towns are built of square logs, with intervals of brick or turf, and plaistered within and without.

without. The mountaineers, who differ both in physiognomy and language from the townsmen, dwell in huts covered with turf, built against the sides of rocks, and partly excavated in the rock itself. They subsist, principally, by rearing great flocks of goats and small sheep. The Crimea contains numerous remains of its ancient prosperity, scattered over various parts. Crimea.

The places of note in the Crimea are, on the west, Eupatoria, formerly Kosloff: previous to the occupation of the Crimea by the Russians this was a flourishing town, but is now almost entirely deserted and in ruins. Sevastopol, formerly Aktiar (White Rocks), a new town, with an excellent port for the largest ships, formed by three branches, something resembling the harbour of Malta. It is the chief station of the Russian Black Sea fleet, to which it is entirely appropriated, no merchant vessel being allowed to enter it except in distress. At its head are the ruins of the ancient fortress of Inkerman, with some curious caverns, thought to be the work of monks of the middle ages.

Balacklava (*Portus Symbolorum*) is separated from the port of Sevastopol by a narrow peninsula. Its port is three-quarters of a mile long and 400 yards broad within, with depth for the largest ships, but the entrance is so narrowed by rocks, that only one ship can pass at a time. It is surrounded by high mountains, and its beaches are composed of a brilliant sand, being almost entirely particles of mica of a gold colour. This port

is

Crimea. is closed against the vessels of all nations, not excepting Russians, to prevent smuggling.

KAFFA, the ancient *Theodosia*, which name has been restored to it by the Russians, but which custom has not yet rendered familiar, was formerly the most flourishing and considerable city of the Crimea, containing (it is said) 36,000 inhabitants within the walls, and 45,000 in the suburbs. The tyranny and devastations of the Russian government have, however, reduced this great population to 150 families, who inhabit as many wooden houses, amongst magnificent ruins, the vestiges of its ancient splendour, when, under the Genoese, it was the entrepot of the commerce of India with Europe. It is situated on the declivity of a high mountain, and has only a road exposed to the east and S.W. It has been declared a free port.

Kertché (*Ponticapeum* and *Bosphorus*), on a peninsula (the ancient Chersonesus *Cybmeric*), stretching into the Strait of Taman, is built at the foot of a steep hill, and contains about 1,000 inhabitants, Greek fishermen, and a few Jews. It is defended by a fort, which also commands the strait. Jenikale, at the extremity of the same peninsula, has about 2,000 inhabitants, also chiefly fishermen; it has a citadel of little force on some steep rocks overlooking the town. The usual garrison in Kertché and Jenikale, taken together, consists of a regiment of chasseurs and a battalion of artillery.

The remarkable headlands of the Crimea are Cape

Cape Tarchanskoï (*Parthenium*), the west point, and Cape Aria (*Criu-Metopon*) the south.

Anatolia.

The coast of Anatolia, on the Black Sea, extends to the Kisil Irmak, and is lined by high mountains, terminating in lofty promontories, and forming a steep and clean coast, with numerous little coves, receiving streams of fresh water. The remarkable headlands are Cape Kili-Mili, east of Erekli; Cape Kerempe (*Carambis*), the north point of Asia Minor, very high land, with breakers off it; and Cape Indji, a low point, west of Sinope.

The principal rivers of Anatolia fall into this sea, having their rise in the Chain of Taurus; they are the Sakaria (*Sangarius*), the Falios (*Billæus*), the Barthin (*Parthenius*), and the Kisil-Irmak (*Halys*), the most considerable river of Asia Minor.

The chief ports are Bend-Erekli (*Heraclea Pontica*), an insignificant village; Amasrah (*Amastris*), formerly partly on a high rocky island, and partly on the main, the channel being crossed by a bridge, under which vessels passed, but which is now filled up, and forms a low isthmus: the town is surrounded by a wall, with round towers, and at each side of the isthmus is a port for small craft; Ghydros (*Cytorus*), Ineboli (*Ionopolis*). Sinope, or Sinoub, is the most considerable place on this coast, having 5,000 inhabitants: it is strongly situated on the narrow and low isthmus of a rocky peninsula; is surrounded by a wall, and defend-

ed

ed by a castle; but both are in ruins, as well as the mole which forms its port, in which the depth is twelve feet: it has also a good road for the largest ships, and Turkish vessels of war are built here. It was the birth-place of Diogenes.

Roum. The coast from the Kisil-Irmak to Vona is named Roum by the Turks. The chief places on it are Samsoun (*Amisus*), on the Jekyl Irmak (*Iris*), the residence of the great Mithridates, now an insignificant village; Uniah (*Oenæ*), in the neighbourhood of which is a rock of pure alum; Fatsa (*Polemonium*), at the mouth of the *Sidenus;* Budjiah and Vona (*Boona*), on the cape of the same name.

From Vona the coast takes the name of the tribes that inhabit it, who are nearly equally uncivilized, and pay even scarcely a nominal obedience to the Porte. The first of these tribes is the *Laziens*, whose name in Turkish signifies seamen; they occupy the coast from Vona to the Batouni: and next them, on the north, are the *Guriens*, who occupy the coast to the *Phasis*, and are also fishermen and seamen: their country is rich in cattle and fruits, but the exactions of the Turks have restrained industry. The prince has the title of *Guriel*. The *Mingreliens* succeed the Guriens, occupying the coast to the *Seihoun*, the country of the ancient *Colchiens* and *Laziens*. The picture given of them by travellers is by no means engaging. A great woollen bonnet on the head, the feet naked or envelopped in skins, and filthy garments; such is the dress of the Mingrelian, who

who passes his time in the middle of debauched females, eats with his fingers, and brings up his children to lying and robbery. The different hordes are continually at war, and the prisoners are sold to the Turks as slaves. Chardin thus describes the manner of trading on the coast of Mingrelia: "While the vessel remains at anchor the shore is crowded with half-naked barbarians from the mountains: both sides negociate armed, and mutually give hostages for those who go on board or on shore; but the whole traffic is carried on on board. The objects received are slaves, honey, wax, jackalls skins." (Anno 1671.)

Laziens.

The principal ports of the Laziens are, Kerasount (*Cerasus*), a well-built town, between two rocks, at the foot of a hill, with a castle and small fort. From hence the cherry tree was first carried to Europe, and received its name. Itraboli (*Tripolis*), at the mouth of a small river. Trebisond, Tarabazan of the Turks (*Trapezus*), made a figure in the history of the thirteenth and fourteenth centuries, as the capital of a sovereignty founded by Alexis Commenus, in 1204; from whose descendants it was conquered by the Turks, in 1452: it contains 25,000 inhabitants, and has a considerable trade, though its port can only receive small vessels. Surmineh, Of, Rize (*Rhizeum*), Mapoora, Athenab (*Athenæ*), Castrom, and Laros, are all insignificant places, but with some trade to Constantinople.

Guria.

In the country of the Guriens are Goonieh (*Apsarus*), and Poti, at the mouth of the Rioni (*Phasis*).

The ports of Mingrelia are Anarghia, Isgaour, or Sebastopolis (*Dioscurius*), at the mouth of the Marmar.

Mingrelia. The *Abasses*, *Abkas*, or *Abasgiens*, occupy the coast from Isgaour to the Strait of Taman; they are an uncivilized people, robust, well made, and with strong national physiognomy. Some of them lead an erratic life in the woods, while others cultivate the ground; but all are alike robbers, and make no scruple of selling each other to the Turkish slave merchants.

The coast of Abassia to Anaffa is very elevated, the Caucasian mountains here approaching close to the sea; that of Varda forms a great promontory near Soudjuk. From Anaffe to the Strait of Taman the coast is low. It is only within the last fifty years that the Turks had any footing on this coast; and in 1785 their three fortresses had but 500 troops: they are, Soudjuk, a square fort and village, the residence of a Pasha; here is no port: Ghelindjik, on a bay surrounded by mountains, is defended by a fortress; Anaffa, or Anapa, is only a fortified khan, or inn, with a battery of four guns, serving as a place of security for the Turkish merchants and their goods against the Abasses. Some small vessels are built here by the Turks, and in the neighbourhood are seen the vestiges of a large city.

The Kuban (*Hypanis*) rises in the center of Caucasus, in Circassia, and after receiving almost all the waters of the western sides of this ridge, empties itself by two mouths, enclosing the marshy

marshy isle of Taman, which belongs to Russia, and is included in the government of the Cossacks Tschernomorskoï, or of the Black Sea. On this island is Fanagoria, a place of some trade.

SEA OF AZOPH.

The Sea of Azoph (*Palus Mœotis*) is 100 leagues long and 60 broad: it discharges its waters into the Black Sea, by the strait between the Crimea and the Isle of Taman, the ancient *Cimmerian Bosphorus*, and is known by the various modern names of Strait of Kaffa, of Jenikale, of Zabache* and of Taman, the mouth of St. John, &c. Its least breadth is twelve versts, but a bank of sand nearly dry runs half way across, from the island of Taman, so that vessels are obliged to sail close to the Crimean shore; the greatest depth is thirteen feet, bottom soft mud, as it is throughout this sea. In spring and summer, the winds blowing almost constantly from the S.W., retard the egress of the waters, which are therefore most elevated in these seasons: in autumn when they are lowest, the greatest depth in the middle of the sea does not exceed forty feet. When strong easterly winds blow, the waters of the gulf of the Don experience so great a fall, that near Taganrog they retire totally from the shore for a space of three or four leagues, and with the return of the

* From Tschabach-Denghiné (the Brackish Sea) the name by which the Sea of Azoph is known to the Turks.

S.W. wind they again rush towards the shore with great rapidity. There are many banks in this sea, which together with the strong and irregular currents, render its navigation perilous; it is also closed by ice, from December to March. This sea abounds in fish, which are taken in considerable quantities, particularly in winter, by making holes in the ice, and passing nets through them.

The Sea of Azoph receives the Don (*Tanais*), whose source is in Lake St. John, near Tula in Russia, and its course 700 miles: it empties itself by thirteen mouths among sands, forming channels only for boats. Above these banks, the navigation is only interrupted throughout its whole course by one fall, seventeen miles in length, below the junction of the Samara, but which may also be passed by loaded boats in spring.

The north shore of the Sea of Azoph is inhabited by the Nogay Tartars, an erratic tribe, who live in huts, and wander with their cattle in search of pasturage. The first Russian town is Petroffskaia, at the mouth of the Broda, which receives vessels of seven feet draft. Maripol, or Marianopoli, a place of some trade, between the rivers Mius and Kalmius, on the north shore of the gulf of the Don. TAGANROG, at the head of the same gulf, is a regular fortress, capable of holding 5,000 men, with a town of 4,000 inhabitants, whose houses are meanly built of wood or earth; it is placed on the acclivity of a promontory, commanding an extensive view of the gulf. The shoalness of the water prevents vessels

from

from approaching nearer than three leagues, but it has a little artificial haven for those of five feet. Its trade is considerable, and it has three annual fairs, in May, August, and November.

Azoph, on the south shore of the gulf of the Don, near the river's mouth, is a poor village of fifty huts, and a ruined fort garrisoned by fifty invalids.

OF THE

COMMERCE

OF

THE MEDITERRANEAN.

Commerce.

It is well observed by Raynal, that the people who polished all others were merchants; and, he might have added, seamen. The Phenicians, who were the earliest navigators of whom we have any certain records, were a nation of very limited territory, and yet they still live in the grand annals of history. Nature, which had given them for country the small tract confined between the Mediterranean and the chain of Libanus, seemed to have separated them, in a manner, from the rest of the earth, in order to give them the empire of the sea. But though it is certain, that the Phenicians were the greatest merchants of the Mediterranean, our acquaintance with the nature and extent of their commerce is very limited. Tyre, *the Queen*

Commerce. *of the Sea*, is celebrated by the Hebrew writers of the time of David and Solomon, for her commerce, and her navigators even passed the Pillars of Hercules, and visited the British isles for tin.* After the riches and luxury of Tyre had brought her under the yoke of despotism, Carthage, a Phenician colony, rose to a height of opulence and prosperity, that enabled her to dispute the empire of the world with Rome; Carthage, however, experienced the fate of every rich people that has to defend itself against a poor one, it was subjugated and annihilated.

The Greeks, who succeeded to the Cathaginian commerce, were either of Phenician or Egyptian origin, and combined the industry of the one people with the prudence of the other. Athens increased her commerce by her victories, and her power by her commerce; the true principles of which, her magistrates seem to have understood better than most modern ones.

The Romans, conquerors of Greece, and finally masters of the known world, had long neglected commerce as an art of peace which they despised; and at last, when under their Emperors the progress of luxury was accompanied by an extension of trade, the profession of a merchant still continued to be held in such contempt, that the nobles were forbid to engage in it. Their overgrown capital, however, requiring a constant supply of provisions, as well as of luxuries, the Roman fleets were employed in transporting thither the corn,

* See Progress of Maritime Discovery. Vol. I, p. 90.

corn, oil, gold and silver of Spain, the corn of Egypt, and the spices and silks of the east, collected at Alexandria* and Byzantium. Commerce.

The barbarians of the north, as the Romans justly styled them, taking advantage of the weakness and disunion which resulted from the corruption of Imperial Rome, swarmed towards the countries of the south, and each leader appropriating to himself and followers the country he had first ravaged, innumerable petty sovereignties arose, which being united by no common tie of interest or utility, all communication between them ceased; indeed communication was rendered impossible, by the nature of their feudal governments, and the general state of society. The nobles, equally ignorant, barbarous, and proud, sighed only for war, or in the intervals of forced peace occupied themselves solely in the chase of beasts, scarcely more savage than themselves.

The opprobrium which the feudal manners attached to the profession of commerce, had the effect of confining the little that existed in the hands of Jews and of the dregs of the people, who endeavoured to collect customers round their stalls and booths, by the grossest farces and mummery, the remains of which have descended to our days. At these fairs, objects of the most

 obvious

* The Roman trading vessels seem to have been in general of small size, for Cicero speaks of those of 2,000 amphoræ (about sixty tons), as considerable ships. Ships of enormous bulk were however built by the ancients: such was that of Ptolemy, 280 cubits or 420 feet long, which according to proportional calculation ought to have carried 7,182 tons; more than three times the burden of one of our modern first rates.

Commerce. obvious necessity were exchanged against each other, for though the coined money of the Romans still continued in use, it was only to be found in the possession of the princes, nobles, and clergy.

At length the cities of Italy, after a long continuance of civil dissentions, which distracted the empire of Charlemagne under his successors, having accomplished their independence as separate states, and having no longer wars to occupy them, began to turn their views to the arts of peace, established manufactures, and engaged in maritime commerce. During the ninth and a part of the tenth century, the people of Amalfi, a small state of Roman origin, were the principal traders of the Mediterranean, and in their city was established a tribunal, to which almost all the people of this sea, referred their maritime disputes. The other cities of Italy were not long in emulating Amalfi, and Venice in particular, which from its existence had been essentially naval, soon outstripped all her competitors.

A memorable event in history now arrived and gave to commerce and navigation an increased impulse. The followers of Mahomet having pushed their conquests on every side, threatened the very heart of Europe, when the zeal of a monk roused all Christendom to a feeling of the common danger, and determined its still restless and warlike nobility, not only to arrest the progress of the infidels, but also to wrest from them the sacred soil of Palestine, of which they had been many years

in

in quiet possession; kings, princes, nobles, people sacrificed every temporal good, in the hope of gaining eternal happiness under the banner of the cross. From these expeditions the haughty nobles brought back a relish for the luxuries of the East, which spread rapidly over Europe and was accompanied by a general improvement of manners. Commerce.

The cities of Italy profited by this moral revolution, to increase their commerce, and several of them united for its defence against the pirates who still infested the seas, and agreed upon a code of laws for the general observance. At the same time they established depots in Flanders and Brabant, where the naval stores of the north were exchanged for the manufactures of Italy, and for the productions of India.

The commerce of India, which from the most remote ages had arrived in the Mediterranean by various routes, which we shall have occasion to notice hereafter, was transferred, on the conquest of Egypt by the Saracens in the seventh century, from the Red Sea and Alexandria, to the Black Sea and Constantinople, and the riches derived from it, still supported the splendour of the capital of the eastern empire, and might have continued to do so, had the Greek nation retained its ancient virtue; but sunk in corruption and effeminacy, the interests of the people were sold by the emperors to monopolists, and the vessels of foreigners were alone seen in their ports. The Venetians who, in their expeditions with the crusades, had witnessed this state of degradation, took

Commerce. took advantage of it, and turning their arms against the imperial city, made themselves masters of it and of its commerce (1204).

Genoa which, as well as Venice, had held a conspicuous place as a maritime power since the tenth century, when it was rebuilt by Charlemagne after having been destroyed by the Lombards, jealous of the growing power of Venice, assisted the Greeks to replace the dynasty of their emperors on the throne of Constantinople, and in return had the suburb of Pera, with unlimited commercial privileges granted them; and shortly after, making themselves masters of the Crimea, they monopolized the whole trade of India.

The Venetians being thus precluded from trading to Constantinople, succeeded in turning a part of the India commerce into its old channel through Egypt. In the beginning of the thirteenth century, Saladin, the celebrated Saracen Sultan of Egypt, instituted the corps of Mamelukes, who were originally Circassian slaves taken in infancy and trained to arms. From being the chief support
A. D. 1250. of the Sultan's throne, these soldiers at length overturned it, and choosing a chief from their own body, kept possession of Egypt till subdued by the Turks in the sixteenth century. The Venetians by promises and threats prevailed on the Mameluke chiefs to permit Egypt to be again made the route of communication between India and Europe, and Alexandria, after six centuries of lethargy, resumed the activity of commerce, and saw her ports again crowded with ships. The Venetians

Venetians now, in their turn, acquired a preponderance over the Genoese, to whom the products of India only came by an uncertain, tedious, and expensive route through the northern parts of Asia. The capture of Constantinople by the Turks (1470) and the loss of the Crimea, shortly after deprived the Genoese of the remaining portion of the Indian trade; and though they, as well as the Pisans* and Catalans, attempted to share the trade of Alexandria with the Venetians, the latter engrossed the far greater portion of it, and Europe depended on them for the productions of the East until the discovery of the Cape of Good Hope. Commerce.

This grand epoch in commerce was immediately followed by an almost total stagnation of foreign commerce in the Mediterranean, for though the productions of the north were still necessary to the south, the latter had nothing of a balanced value to give in return, and it is recorded by contemporary writers, that at the beginning of the seventeenth century, the Hanse merchants, who occasionally visited this sea, being unable to procure return cargoes, sold their vessels there and returned home by land.

SPAIN.

Spain was celebrated in very ancient times, not only for the fertility of its soil, but also for the manufacturing

* Pisa fell under the dominion of Florence in the eleventh century; consuls were first appointed by the Florentines, under the first Cosmo de Medicis, and called *Consules Maritimæ*.

Commerce. Spain.

manufacturing industry of its inhabitants. Under the Roman dominion, it supplied the soldiers of the Roman empire with arms, the Spanish steel being preferred to all others from its superior temper, supposed to be acquired by the quality of the waters. To their woollen cloths the Spaniards possessed the secret of giving a purple die of superior brilliancy, and hence they were sought for throughout all Italy. The invasion of the Barbarians annihilated both the manufactures and commerce of Spain, which did not again begin to revive until the Moors were firmly established in its southern provinces. In the twelfth and thirteenth centuries, the port of Almeria was famed for its trade, and in the fourteenth Barcelona, besides a number of trading vessels, kept armed ships for the security of commerce. This city had also commercial establishments on the Don, where her consul was presented to Tamerlane on his return from his victorious expedition into Muscovy. During the fifteenth and sixteenth centuries Almeria, Valencia, and Barcelona, traded not only to the Archipelago, Syria, and Egypt, but also to the north of Europe, and these cities then rivalled the most flourishing of the Hanse Towns. At the close of the same century, the merchant marine of Spain far exceeded that of any other power of the north, consisting of 1,000 vessels constructed in the national ports and of the timber of the national forests. The expulsion of the Jews in 1492, deprived the country of its most active merchants, and that of the Moors in

in 1614, together with continual wars and weak princes, entirely annihilated the spirit of commerce; and at the middle of the seventeenth century, Spain had neither a military nor merchant marine, and her maritime commerce being entirely passive was only beneficial to foreigners. Even the coasting trade of the Mediterranean was carried on by strangers, the Spaniards being deterred from venturing along the shore by the dread of the Barbary corsairs, who frequently landed and carried numbers of the inhabitants into slavery.

Commerce. Spain.

Towards the beginning of the eighteenth century the Spanish commerce had again began to revive, when the war of the Succession threw it back, the vindictive Philip V. prohibiting the exportation of the produce of the kingdom to any of the nations with whom he was at war.* This prince was however no sooner quietly seated on the throne, than he turned his thoughts to the restoration of trade, by encouraging national industry, and by the creation of councils of commerce in the principal cities. His immediate successors pursuing the same plans, the active commerce

* This prohibition was particularly injurious to the Mediterranean provinces, by stopping the export of wine, their principal agricultural produce; for England, who had hitherto received the greater part of her wine from Spain, was now obliged to have recourse to Portugal, and the commercial treaty with the latter power of 1703 has ever since deprived the wines of Spain of a favourable concurrence in the English market, while her own immediate neighbours being supplied from their proper territories, this branch of commerce is greatly below what it might be carried to.

Commerce of Spain.

merce increased rapidly, and though it again became circumscribed by the American war, it revived with the peace, and had attained a comparative degree of importance, when Spain was driven by the overwhelming power of France into a war with England. At this epoch the number of national merchant vessels was 500, of which one half belonged to the ports of Catalonia and two-thirds of the remainder to Biscay.

The exports of Spain from the Mediterranean are:

Wines,	Barilla,	Lead,	Anchovies,
Brandy,	Salt,	Kermes,	Raw Silk,
Oil,	Fruits,	Cork,	Palms,
Wool,	Rice,	Liquorice.	&c. &c.

The ports which have a direct foreign trade are Barcelona, Tarragona, and Tortosa; Valencia, Alicant, and Gandia; Carthagena; Malaga and Almeria. Of wines England takes off a considerable quantity of that of Xeres (Sherry), and some sweet wines of Alicant, Rota, and Malaga. The wines of Catalonia are chiefly exported to Italy.

The brandy of Catalonia and Valencia, and the oil of Andalusia and Catalonia, are chiefly sent to France, England, and the north.

Barilla* is almost exclusively sent from Carthagena and Alicant to France and England, in the proportion

* Barilla is a salt produced from the ashes of several plants found in the greatest abundance on the coast of Andalusia; it is used in the manufacture of soap and glass, and in the bleaching of linen.

proportion of five to the former and one to the latter.

The fruits exported are raisins and figs of Malaga and Valencia, dates and almonds of Valencia, and walnuts of Catalonia; they are principally sent to England and the North.

The salt of Valencia goes to Portugal, England, Holland, and the North; the lead of Grenada to France; the rice of Valencia to Majorca and Minorca; the cork of Catalonia to England, France, and the North; anchovies to England and the North; palm branches * of Valencia to Italy, and the kermes † of the same province to France.

Raw silk was formerly an important export, but is reduced to a cypher, from the duties amounting to a prohibition.

General approximative view of the principal objects of exports from the Mediterranean provinces of Spain.

		Reals.	Reals.
Wine of Catalonia....	4,000 charges	256,000	
Valencia	1,200,000 cantaros	9,120,000	
Alicant		800,000	
Xeres	50,000 quint.	12,000,000	
Malaga	400,000 do	36,000,000	
Total of Wine			58,176,000
Carried over.....			58,176,000

* Used in the religious ceremonies on Palm Sunday.

† The berry of a species of oak used in dying scarlet.

		Brought over	58,136,000
Brandy of Catalonia ..	35,000 pipes,	25,200,000	
Valencia ..	500,000 cant.	12,000,000	
	Total of Brandy		37,200,000
Fruits: Raisins of Malaga	250,000 quint.	10,000,000	
Valencia	38,000 do.	1,140,000	
Figs of Malaga	100,000 do.	3,300,000	
Valencia ..	16,000 do.	512,000	
Dates of Valencia.....		400,000	
Almonds of do.	3,000 do.	630,000	
Walnuts of Catalonia	26,000 sacks	2,496,000	
	Total of Fruits		18,200,000
Oil of Malaga		20,000,000	
Catalonia	8,000 charges	2,560,000	
	Total of Oil		22,560,000
Barilla of Valencia....	129,000 quint.	6,100,000	
Murcia	200,000 do.	10,000,000	
	Total of Barilla		16,100,000
Kermes of Valencia ..	140 quint.	700,000	
Cork of Catalonia, in squares	30,000 do.	21,600,000	
Do. in bottle corks	1,200 do.	862,000	
Salt of Valencia	6,000 do.	888,000	
Sweepings of the houses of Barcelona to Buenos Ayres.....		660,000	
	Total to sundries		24,710,000
	Grand total		176,946,000

The Isles Baleares in ancient times possessed a considerable trade, and under the Moors the commerce of Majorca was still flourishing; and though it declined on their expulsion, Palma had in

in the thirteenth century 300 trading vessels, and in the fifteenth century this island was one of the depots of the commerce of the east by the Red Sea. The union of the islands to Spain deprived them of the commercial advantages they enjoyed while independent. Commerce. Spain.

In 1805 the exports of Majorca were

Wine.....	377,000 arobas.
Oil.....	1,100,000
Brandy	15,000
Oranges.....	14 millions.
Almonds	11,400 fanegas.
Beans.....	12,000
Capers	2,000 quintals.
Cheese	4,500

The imports in the same year were

Corn from Africa,

Rice, sugar, coffee, and salt provisions, from England and the North,

Manufactured goods, chiefly from France and England,

Drugs, tobacco, gunpowder, timber, &c. from Spain.

Of these exports the wine is chiefly taken off by vessels for their own use; the oil is taken off by the English and ships of the North, in their own vessels, or else exported by the Majorcans in their small craft to Spain and Marseilles. All the brandy is sent in the Majorcan vessels to Barcelona and Cadiz, and the same vessels convey the oranges, almonds, and capers to the ports of France, and the cheese to Barcelona. The balance

Commerce. — Spain.

lance of trade is thought to be in favour of Majorca.

The exports of Minorca are wine, wool, cheese, wax, honey, salt, and capers; in 1805 they were valued at £220,000, and the imports exceeded that sum.

The isles Pityuses export only an inconsiderable quantity of wool, and about 120,000 quintals of salt from Yviça, chiefly taken off by the Swedes.

The first colony of Spain that presents itself is the Canary Islands, from which, though capable of being made a source of national wealth, the mother country scarce derives any other advantage than the barren one of simple dominion; the exports from Spain being confined to a small quantity of coarse woollens, hats, and olive oil, and the imports to some orchilla root (used in dying violet), which is collected on account of the Crown, a little cotton, sugar, honey, wax, and calevances.

The west coast of Africa seems not to have attracted the notice of the Spanish government, until its chief trade, that of slaves, began to be anathematized by most of the other nations who were most largely concerned in it. At this very period it was that Spain conceived the idea of taking an active part in this nefarious traffic, and for this purpose, in 1788, she procured from Portugal the cession of the islands of Fernando Po and Anabona, in the Gulf of Guinea. Two Spanish frigates, with a certain number of settlers, were accordingly sent to take possession, but were

so

so badly received by the islanders, and the settlers suffered so much from the climate, that they returned to Spain, and no attempt has since been made of the same kind. Commerce: Spain.

From the first formation of her American colonies, Spain adopted a system which could not fail to retard their improvement, and render them less beneficial to the mother country. Their trade was at first permitted only to Spanish subjects, and afterwards to the port of Seville alone; but in consequence of the Guadalquivir becoming impracticable by large vessels, in 1720 the monopoly of the commerce was transferred to Cadiz. From this city one fleet *(flota)* and several galleons sailed every year for Mexico and Terra Firma. The flota consisted of twelve to fourteen ships of 400 to 1,000 tons, convoyed by two or more ships of the line. On their arrival at Vera Cruz, their cargoes were landed and conveyed to Xalappa, twelve leagues inland, where a fair was held for six weeks, and the gold and silver of Mexico exchanged for the merchandize of Europe. With these metals the *flota* set sail for Spain, touching at the Havannah to compleat their cargoes with the produce of Cuba, as well as to wait the junction of the galleons, from Carthagena and Porto Bello.

The fleet of galleons consisted of six to eight ships of war, loaded with military stores and quicksilver for working the mines, and convoying twelve to fourteen merchantmen. One division

Commerce. Spain.

proceeded to Carthagena, where the productions of Terra Firma were collected, and another to Porto Bello, where they received the gold and silver of Peru and the productions of Chili, first collected at Panama, and from thence conveyed across the isthmus to Porto Bello, where a similar fair to that of Vera Cruz was held on the arrival of the galleons.

It was not until long after the defects of this system of periodical expeditions was seen and complained of, that the prejudiced and jealous government of Spain permitted any alteration, and when at length it began to listen to these complaints, its measures of melioration were marked by the same distrustful caution. In 1734 a certain number of vessels, named Azogues, were permitted to accompany the ships of war that carried out quicksilver; but their export cargoes were confined to fruits, wines, and brandies, for which they were bound to bring home only the precious metals in exchange. In 1739 the periodical galleons to Porto Bello were discontinued, and register vessels substituted, to whose sailing no fixed period was assigned, and some of them were sent direct to Peru round Cape Horn. In 1763, packet-boats were appointed to sail regularly from Corunna to the Havannah, Porto Rico, and Rio de la Plata, with liberty to take out *half* cargoes of the produce and manufactures of Spain, and to bring home *half* cargoes of those of America. In 1765 several ports of Spain were permitted to trade directly

directly with the Spanish islands, and with the districts of Campeachy, Santa Martha, and Rio de la Hacha. *Commerce. Spain.*

At length the administration of the colonies was confided to Galvez, who having himself visited them, felt the necessity of a more open trade, and consequently, in 1778, the whole of Spanish America, Mexico excepted, was opened to the ports of Seville, Cadiz, Malaga, Carthagena, Barcelona, Alicant, Almeria, Tortosa, St. Andero, Gijon, Corunna, Palma in the island of Majorca, and Santa Cruz in Teneriffe;* Biscay alone, from refusing to admit custom-houses, being excluded from this privilege. At the same time the duties on the export of national productions and manufactures to the colonies were reduced, and many expensive and disagreeable custom-house formalities dispensed with.

The freedom of commerce to America had the most successful result on its augmentation, and in the consequent increased receipts of the customs. In 1778, the first year of the new regulations, 170 vessels sailed for America, in which was exported

National produce and manufactures for nearly		28½ mill. reals.
Foreign ditto	ditto..	48½
		77
Returns by 135 vessels		74½

* These ports are named Habilitados, *i. e.* qualified.

Commerce. Spain.

In the same year the duties on these exports produced		6½ mill. reals.
And on imports	3	
	9½	millions
In 1788 was exported national produce and manufactures for	158¾	
Foreign ditto	142¼	
	300¾	
Returns	804½	
And in the same year the receipt of duties was	55¼	millions

Though the commerce of America has thus been made free to the principal ports of Spain, Cadiz still possesses two-thirds of the whole. Of the 300¾ millions of exports in 1788, she had upwards of 200 millions, and Barcelona thirty-one millions. Of the imports of the same year, amounting to 804½ millions, Cadiz received 635 millions, and Barcelona thirty-five and a half. In 1792 Cadiz exported of national productions and manufactures for 270 millions; and the returns in the same year amounted to 700 millions.

To her American colonies, Spain sends of her own produce and manufactures, coarse woollens, printed cottons, stockings, linens, threads, tapes, ribbands, silk handkerchiefs, hardware and cutlery, earthenware, painted chimney tiles, hanging and writing paper, silks, leather, and shoes. These objects form above one-third of the cargoes, the other two-thirds being composed of foreign merchandize, *viz.* fine woollens, linens and cottons, lace, hats, boots, &c.

The

Commerce. — Spain.

The colonies of Spain, on the east side of North America, are the islands of Cuba, Porto Rico, and Margueritta, in the West Indies; the Floridas and Old Mexico. The Spanish part of St. Domingo was ceded to France by the treaty of Basle, and the island of Trinidad to England by the treaty of Amiens. Spain also ceded Louisiana to France in 1801, by whom it was transferred to the United States in 1803.

From Cuba Spain receives, by the port of the Havannah, cocoa, sugar, and most of the other productions of the West Indies. From Porto Rico, by the port of St. John, an insignificant quantity of sugar, coffee, and cotton. From Margueritta a very little cotton only. The Floridas afford no object of export to the mother country.

From Mexico, by the port of Vera Cruz, Spain receives gold and silver, coined and in ingots, indigo, cochineal, vanilla, jallap, balsam of copaiba and tolu, cocoa, and some silk and cotton. The territories of Campeachy, Yucatan, and Honduras, afford only logwood, fustic, mahogany, sarsaparilla, and tortoise-shell. The districts of Porto Rico and Veragua export nothing to Europe.

In South America Spain possesses, in the West Indian sea, the country heretofore called Terra Firma, extending from the isthmus of Panama to Guiana, at present comprising the provinces of Darien, Carthagena, and Santa Martha, in the new kingdom of Grenada, and the captain-gene-

Commerce of Spain.

ralship of the Caraccas. The province of Darien affords no object of export to Europe, and those of Carthagena and Santa Martha only a little cotton; but by the port of Carthagena are exported the productions of the neighbouring countries, which are the same as those of the Caraccas.

The great tract of country now comprehended in the captain-generalship of the Caraccas, was totally neglected by Spain, and its trade was entirely in the hands of the Dutch of Curaçao, &c. by contraband, until 1728, when some merchants of Biscay proposed to the government to put a stop to this smuggling, by keeping armed vessels on the coast, provided they were permitted to send vessels annually from St. Sebastian's to bring home cocoa, which they were bound to land at Cadiz only. In 1734 and 1766 their privileges were extended, and under their management the commerce was flourishing, sixty ships of 300 tons each being employed in it annually, by which were imported 40,000 fanegas of cocoa, besides tobacco, hides, tallow, and indigo. The losses occasioned by capture in the American war, the free trade granted in 1778, and the ill conduct of the company's agents in America, brought its affairs into disorder, and in 1782 it was suppressed; but St. Sebastian still retained the privilege of sending ships to the Caraccas. La Guyra, Porto Cabello, and Cumana, are the only ports of this province that have a direct trade with Europe.

Though Spain has, (with a few intervals of exception) strictly prohibited the entrance of any foreign

foreign vessels into the ports of her American colonies, the far greater part of the productions of Terra Firma have been always taken off by strangers, the colonists being permitted to export them, cocoa excepted, in their own vessels, to the colonies of other nations. Previous to the war with England, in 1796, this trade was very considerable; but this event putting an entire stop to it, to the great injury of the colonists, government was induced to relax the rigour of its prohibitions, and to admit neutrals into certain ports. This measure, however, being complained of by the merchants at home, was revoked, and the result that might have been foreseen took place: of all the vessels that attempted to sail between Spain and America scarce one escaped the English cruisers. The merchants were ruined, and a total cessation of the trade was a necessary consequence. In 1791, 177 vessels entered Cadiz alone from the colonies: in 1801 the whole of the ports of Spain received only twenty!

Commerce of Spain.

The impossibility of sending their produce to Europe, or of exchanging it with any of the foreign colonies at war with England, reduced the colonists of Terra Firma to the necessity of disposing of it clandestinely to the English, and the British government granted them every facility for this purpose, by permitting the naval commanders to give them safe conducts; and eighty vessels under Spanish colours have been seen at one time in Kingston, Jamaica. This clandestine trade, in 1801, occupied 400 Spanish vessels, who cleared

Commerce. Spain.

cleared out from the ports of Terra Firma, for the French, or neutral islands; and, on their return, produced fabricated French, or neutral clearances, which passed without examination. Porto Cabello alone had 100 vessels thus employed, in which were exported to the British islands indigo, coffee, cocoa, hides, copper, cotton, horses and mules, &c. to the amount of a million of dollars; and for which was given in exchange dry goods. The peace of Amiens did not put an end to this trade; for the Spaniards, finding it more profitable to receive the objects they stood in need of from the English than from Spain, the manner only was somewhat changed, British armed merchant vessels being chiefly employed in it, who ran into the unfrequented ports of the Spanish colonies, where the Spanish guarda costas, though of far superior force, dared not attack them.

From the province of Buenos Ayres, by the Rio de la Plata, Spain receives part of the precious metals of Chili, Peruvian bark, indigo, cochineal, ippecacuanah, tobacco, pimento, sugar, cotton, hides, and tallow. From Peru and Chili, by the port of Lima, round Cape Horn, the precious metals,* Peruvian bark, and other drugs and Vigonia wool. The provinces of California, and the coast of North West America, possessed by the Spaniards, afford no objects of export to the mother country.

Though

* According to the most moderate estimate, the annual amount of the precious metals openly imported into Spain exceeds five millions sterling, and nearly an equal sum is supposed to be introduced clandestinely.

Though Spain had acquired the undisputed possession of Luconia, the principal of the Archipelago of the Philippines, at the close of the sixteenth century, it was not until 1784, that these islands had any direct commercial intercourse with the mother country. In that year a Philippine company was established at Cadiz, with the exclusive privilege of importing into that port only the productions of India and China, and of re-exporting them to the Spanish colonies of America, (Mexico excepted, which was reserved to the merchants of Manilla, to supply by the galleons.)* In 1803 this company was new modelled, when it received extended privileges for twenty-two years; and its capital was fixed at twelve millions of dollars, in shares of 240 dollars, and the king took 5,930 shares. The company have a factory at Manilla, where are collected the productions of India and China, to be shipped for old Spain, as well as for Lima and Guatimala. The company's trade is, however, still very inconsiderable, occupying only two annual ships between Europe and Manilla, and one between the latter and the western American provinces. Commerce of Spain.

Spain claims the Ladrone, or Marianne Islands, by right of discovery, and has had an establishment of missionaries and a few soldiers on Guam, since 1688. This island has, however, no communication with the mother country, the soldiers being sent from America, and the island supplied with

* See Philippines, vol. iii.

with the objects it requires by the galleon, on her return from Acapulco to Manilla.

Italy. Though the Italian territory, in general, affords a great variety of valuable objects of external commerce in the produce of the soil, the trade is far from being carried to the extent it is susceptible of, were the inhabitants more industrious or enterprising.

Genoa, which so long rivalled Venice as a naval and commercial state, has, by the succession of events, been gradually reduced until it fell into the all-grasping talons of the French eagle. At the beginning of the last century its powerful fleets were already dwindled to six gallies, and when four more were put on the stocks, the high and puissant lords were told by the French king, that, as they could have no occasion for so large a force, they had better spare themselves the expense. Since this period their commerce has been confined to coasting in the Mediterranean. The exports consist of

Rice,	Soap,	Embroidered
Fruit,	Paper,	silks and vel-
Olive oil,	White marble,	vets.

The imports are chiefly salt fish.

Venice, in her proud days named the *Queen of the Adriatic*, retained a great degree of prosperity, even

even after her political consequence had vanished, and the India trade, the principal source of her riches, had been turned into another channel. This prosperity was, however, chiefly the result of the fortunes acquired by her ancient trade, and inherited by her noble families, for her modern commerce has been almost entirely confined to the carrying trade of the Turkish dominions, and since the rise of Trieste, a considerable portion of this trade has been wrested from her. The exports are,

Commerce of Italy.

Rice,
Olives,
Olive oil,
Coral,
Turpentine or Venice treacle,
Scarlet cloth,
Gold and silver stuffs,
Looking glasses, and other glass ware.

Under the first of the Medicis, the Republic of Florence enjoyed a large share of the commerce of the Mediterranean; but when the sovereignty became hereditary, the intercourse with the proud German and Spanish noblesse rendered trade disgraceful in the eyes of the men of family, who sought honour only in the cannon's mouth; hence the trade of Tuscany declined, and what remained fell into the hands of strangers. When Leghorn was declared a free port, it became one of the principal marts of the Mediterranean. Its trade chiefly consists in importation of English merchandise, which it re-exports to all parts of the Mediterranean, and receives in return the objects of their produce to load

Commerce. Italy.

load the British ships back. The export of the productions of Tuscany are silk, raw and manufactured, olive oil, incense, fruits, and marble. The imports are spices and other colonial produce, salt fish, and manufactured goods.

The trade of Naples is circumscribed by the want of capital, whence the merchants are obliged to wait for orders before they begin to collect a cargo, which is also generally paid for in ready money or short credit, which necessarily limits the trade to narrow operations. The exports are,

Raw silk to France and England,	Manna,	Aniseed,
Oil of olives,	Honey,	Hemp,
Wool,	Wax,	Coriander,
White and red argols,	Salt,	Sulphur,
Cotton,	Potash,	Cheese,
Flax,	Fruits,	Fish,
Wines,	Saffron,	Macaroni,
	Gums,	Oak and chesnut
	Capers,	cask staves.

The greatest import to Naples is salt fish.

Sicily.

The climate and soil of Sicily affords a variety of valuable objects of commerce, to which its position is also singularly well adapted; but under its degraded government, all nature's bounties seem to be wasted on it, and such is the state of the people, that it is not uncommon to see the poor die in the streets of the capital for want of bread, while the hosts of princes and nobility squander away their large fortunes and waste their time

time in balls, masquerades and religious mummeries.

Commerce. Sicily.

The exports from Sicily are,

Barilla,*	Pistachios,	Liquorice,
Sulphur,	Lemons and lemon juice,	Linseed and linseed oil,
Silk,	Oranges,	Olive oil,
Wine,	Essences of lemon and bergamot,	Locusts,
Brandy,	Marble,	Rags,
Tartar,	Amber,	Goat, kid, and rabbit skins,‖
Coral,	Salt,	Anchovies,
Raisins,	Soap,	Tunny fish,
Figs,	Manna,†	Wheat and other corn,¶
Currants,	Cantharides,‡	Argols, &c.
Sweet and bitter almonds,	Sumac,§	
Hazle nuts,		

The imports to Sicily are,

Salt cod and herrings,	Coffee,	Irish linens,
Tanned leather,	Sugar,	Silk and cotton stockings,
Tin,	Cochineal, indigo, and dye woods,	Hardware,
Iron,	Pitch and tar,	Earthernware,
Lead,	Copperas,	Alum,
Copper,	Manchester goods,	
Spices of all sorts,		

The

* Fifty thousand cantari. † Ten thousand pounds.

‡ Forty cantari. § Thirty thousand salms.

‖ Great quantities of goat, kid, and lamb skins are sent to England and Germany; the rabbit skins and rabbit's wool chiefly to France, for the manufacture of hats.

¶ Wheat and barley to Leghorn and Genoa; beans and other pulse to Spain.

Commerce, Sicily.

The importation of most of these objects is very considerable, particularly of those for wearing apparel, the Sicilians having no manufactures but of the very coarsest sort. Foreigners pay five per cent more duties than the natives, nevertheless the trade is principally passive.

Sardinia.

The Island of Sardinia is rich in objects of commerce, amongst which provisions (beef, vegetables and flour) are the most considerable, and 200 vessels from Minorca load with these objects annually. The tunny fishery at St. Peters, on the N.W. end of the island, is the most productive of the Mediterranean. The other objects of export are,

Goat, Kit, Fox, Rabbit, Calf,	Skins,	Live hogs and cattle,	Wine,
Bullocks' hides,		Flour,	Brandy,
Fruits,		Biscuit,	Barilla,
Salted provisions,		Indian corn,	Sarch,
		Macaroons,	Capers,
		Salt,	Cork,
			Cheese.

Next to tunny fish and provisions, salt is the object of greatest export, and any number of ships may procure cargoes at Cagliari: it is used in the Newfoundland, Norway and Baltic fisheries.

The imports are chiefly spices, rum, and manufactures for clothing. Foreigners pay eighteen per cent. *ad valorem*, and natives fifteen per cent. The value of exports is estimated at £400,000, and the imports at £100,000.

The

Commerce.

Papal Territory.

The trade of the Papal Territory is, even in comparison with that of the other Italian States, insignificant; the exports from Civita Vecchia and Ancona being confined to a little wool, alum, terre d'ombre, fruits, and linen rags. The imports are chiefly salt fish, colonial produce, and manufactured goods.

Malta.

Malta, though possessing great advantage of situation for commerce, had under its knights but *a single* square rigged merchant vessel. These sovereigns deriving the greater part of their incomes from the possessions of the Order, out of the island, were not under the necessity of trying to enrich themselves by commerce, at the same time that they dreaded the native Maltese bettering their condition, and looking towards independence; hence the trade of the island was restrained by prohibitions, duties, and monopolies. The English having none of these motives to actuate them, the speculations of the inhabitants were freed from all restraints, and the island has latterly been a vast magazine of British merchandize; several hundred vessels visiting it every year.

The trade of Trieste, previous to its becoming a free port, was very insignificant, but has rapidly increased, and it at present exports the produce of Hungary, Bohemia, Moravia, Silesia, and other countries of Germany, and sends them in return all the foreign objects they require.

Commerce of Istria.

The commerce of the other ports of Istria, is confined to the export of some ship-timber to Venice. Fiume sends some nails, planks, and tobacco abroad. Austrian Croatia has scarce any objects of export, except ship-timber, the abundance of which induced the Emperor Joseph, to attempt the creation of a navy, for which purpose an arsenal was established at Portore, and two frigates built there; but the total want of national seamen rendered this attempt abortive, and the frigates were made a present to the Archduke of Savoy.

Dalmatia.

The trade of Upper Dalmatia employs only a few coasters, who export the bullocks of Bosnia and Croatia, from Zara to Venice. Lower Dalmatia is more rich in objects of commerce, exporting from Spalatro (formerly to Venice, at present to Trieste) a considerable quantity of corn, wool, silk, honey, wax, Morocco skins, and salted hides of Bosnia. The Dalmatian islands also send a considerable quantity of wine to Spain.

The Ragusans, and the inhabitants of the territory of Cattaro, had a great number of small vessels employed in the coasting trade of the Adriatic and Levant. A part of the productions of Bosnia were also exported by these channels, particularly smoked mutton, sheep skins, and wool.

The

Commerce. — Turkey.

The despotism of the Mahommedan government, and the moral indolence of the Turks, are in direct opposition to an active commerce; and hence, since their establishment in Europe, their maritime trade has been entirely passive, even the business of coasting, until a few years since, being carried on entirely by the vessels of France, Venice, and Ragusa. Before the revolution, the ports of Provence had 100 vessels of 100 to 200 tons burden, called caravans, employed in the Levant trade.

The late maritime wars created a great change in the commercial navigation of the Mediterranean, and more particularly in that of the Turkish dominions, throwing the greater part of the coasting trade into the hands of the Greeks of the Archipelago. This revolution commenced in 1796, when a great scarcity of corn prevailing in France, and the French, Italian, and Spanish flags, not daring to shew themselves, a few Greeks were induced, for the first time, to venture across the Mediterranean with cargoes of wheat; which produced so great a profit, that more extensive speculations were entered into by the Greeks of several of the islands, and so rapid was the progress, that in 1800 they counted 800 vessels carrying on the trade of the Mediterranean. Of these, 200 square rigged, of between 100 and 400 tons, belonged to the barren island of Hydra, some of them mounting thirty guns with seventy men, for defence against the Barbary corsairs. The proportion of the other islands was, Paros

Commerce. — Turkey.

eighty vessels, some still lateen rigged; Spezia eighty, of whom a few only were square rigged; Ipsara fifty; Scala Nova, and the other ports 400. The Greeks are, however, still far behind in the management of their vessels, and the large ones, in which only the compass is in use, have always an European to direct their navigation.

The Turkish dominions afford a great variety of commercial productions, the greater part of which are exported in the raw state; amongst them cotton holds the first place, and is principally taken off by the French from Smyrna and Constantinople; wool is next in consequence, and also goes chiefly to France, from Enos, Rodesto, and Constantinople.

The exports of Albania are of little importance, both from the unproductiveness of the country, and from the uncivilised state of its inhabitants. Of late years, the trade has been confined to sending half a dozen small cargoes of oil to Trieste and Venice; three or four of wool to Ancona and Genoa; three or four of wheat to Genoa; one or two of tobacco to Naples; and some ship timber to Toulon. The English have no commercial intercourse with the coast of Albania.

Greece and the Morea are rich in commercial productions, amongst which the most valuable are:—

Cotton..... to France and Italy.
Wool ..... to Marseilles and Leghorn.
Silk ..... to Marseilles.

Corn

Corn ..... to Marseilles and Italy.
Oil ..... to Marseilles.
Currants ..... to England, Holland, and the North.

Calves skins, Goats skins, Hares skins, Vermilion .., Volonia ...., Gall-nuts .... — to Marseilles.

Wine ....., Cheese ....., Fruits ....., Butter ..... — to Constantinople and Smyrna.

Brandy ....., Linseed ...., Kermes ...., Gum-dragon.., Adracant...., Madder ...., Tar ....., Oak bark...., Wax and honey, Fustic ..... — to various countries.

Napoli de Romania and Coron, are the principal trading ports of the Morea.

The province of Roumelia affords :—

Cotton ....., Buffaloes hides* ., Ox and calve skins — to France and Italy.

* Used for soles of shoes. A buffaloe's hide sells for twelve shillings, when an ox's produces only fifteen-pence, and a calf's ten-pence.

Commerce. — Turkey.

Buffaloes tongues, salted and smoked.
Morocco skins.*

Anatolia affords, by the port of Smyrna, in which almost its whole foreign trade centers :—

Cotton,	Carpets,	Wine,	Wax,
Copper,	Drugs,	Fruits,	Sponge,
Silk,	Angora wool,	Gall-nuts.	Barilla,
Leather,	Madder,	Saffron,	Hides, &c.

Syria exports of its proper produce :

Wool. . . . . } chiefly to France.
Buffaloes hides }
Potash, to Marseilles and Candia, for the manufacture of soap.
Natron, to France.
Carthamus.†
Sal ammoniac } to Constantinople.
Sugar . . . . . }

Dates,	Goat skins,	Tobacco,
Birdlime	Copper,	Silk,
Wax,	Madder,	Drugs } of Ara-
Wheat,	Gall-nuts,	Coffee } bia.

Chevron wool,‡

The port of Alexandretta receives about fifteen vessels annually from Europe, which are reloaded for the places from whence they came; there is also a considerable coasting trade by Greek vessels, between the coast of Syria and Caramania.

Egypt

* Deer and goat skins alone are thus prepared.

† Bastard saffron. From its flowers the vegetable rouge is made, and of which there is a great consumption in France.

‡ A soft silky wool that forms on the camel in winter, and falls off in summer.

Egypt exports of its produce

Commerce. Turkey.

Rice,	Raw Silk,	Elephant's teeth,	from the interior of Africa.
Wheat,	Oil,	Ostrich feathers,	
Dates,	Soap,	Ebony,	
Fruits,	Leather,	Coffee of Arabia.	

The greatest part of the gums and resins used in medicine are also brought from Egypt, which receives them from the east coast of Africa, Arabia, Persia, and India.

Turkey pays for the productions of India she receives through Syria and Egypt chiefly in specie, to the amount of ten millions of Turkish piastres per annum; the deficiency is made up in the copper of Anatolia.

The Turks in general dislike the sea service, in which they must forego many of their habitudes, and particularly their indolence; hence, though the number of their vessels of war has been at times considerable, their marine has never risen to a respectable rank among those of Europe. During the siege of Constantinople by Mahomet II. the Turkish fleet of 300 vessels was baffled by one Imperial and four Genoese ships, who relieved the place with men and provisions. At a later period the Florentines, with six ships, blockaded the entrance of the Hellespont for three years, and prevented the Turks from receiving the revenue of Egypt by sea. Turkish Navy.

The Turkish marine had, however, its periods of prosperity: at the siege of Candia it was so superior to that of Venice, that the fleet of the latter dared not attempt the relief of the place;

Turkish Navy. and after the capture of the island of Cyprus the Turkish ships swept the Archipelago, and even threw Venice into consternation. The naval superiority of the Crescent could not, however, be long tamely borne by the Christian powers of the Mediterranean, and through the intervention of Pope Pius V., a league was formed against the Ottomans, composed of the King of Spain, the Pope, and Republic of Venice. The hostile fleets, however, long continued to watch each other, both being afraid to hazard a battle; and when that of Lepanto at last took place, it was owing to the erroneous information received by each party of the strength of the other. In this celebrated battle, the first naval one of any consequence fought in modern times, the Turks had 260 gallies and the Christians 205. The result of the action was a complete victory gained by the latter, the Turks losing 130 gallies taken, eighty burnt or sunk, and having 25,000 men killed and wounded, 10,000 Turks made prisoners, and 25,000 Christian slaves released. The loss in killed and wounded on the side of the allies was 10,000. The Turks however got possession of, and carried off the captain galley of Malta, with the standard of the order, which was exposed at Constantinople as a trophy of victory. Under the successors of Selim II., in whose reign this battle was fought (1571), the Turkish marine had scarce an existence; and in the reign of Murad IV. (1623–1640) the Cossacks of the Dnieper descended that river with 150 boats, passed through the

the Bosphorus, and insulted Constantinople with impunity. Turkish Navy.

The Turks however followed, though but slowly, the general impulse of navigation which arose in the eighteenth century; and in the unfortunate battle of Tchesmé, fought in 1770, their fleet consisted of fifteen ships of from ninety to sixty guns, and an equal number of xebecs and gallies; the Russian force was but ten ships of the line and five frigates. Several ships of both fleets were fought with great bravery, while others kept aloof. Spiritoff, a Russian admiral, engaged the ship of the captain pasha, of ninety guns, so close, that the latter taking fire from the Russian hand grenades, both blew up, and the greatest part of their crews were destroyed. The action continued till night without any material advantage on either side, but when it grew dark the Turkish fleet cut their cables, and ran into a bay on the coast of Anatolia, where they were totally destroyed by fire-ships, directed by Lieutenant Dugdale, an Englishman, one ship of the line and a few gallies only being towed out by the Russians.

Since this unfortunate battle the Turkish government has felt the necessity of a respectable marine, and having induced a French ship-builder to superintend the works, the ships are no longer what Baron de Tott describes them, "high decked, the lower tier laid under water with the least wind, entangled rigging, bad cordage and blocks, thirty men in the gun-room to move the tiller, encumbered decks, and guns of different calibre on the

Turkish Navy. the same deck." But though the present Turkish ships are built on the French model, the ignorance and timidity of their officers and crews remain the same. The former, not rising through subordinate ranks, are totally unacquainted with the nature of discipline, and hence it is by no means uncommon to see the admiral playing chess on the quarter deck with a common sailor, from which he starts up to give his captain a box on the ear for a slight mistake. In harbour a Turkish ship of war resembles an eastern bazar, having a shop between every two guns.

The crews are composed of Turks and Greeks, the former working the guns and the latter the ship. The Greeks, who are named *Galigondas*, are however fast retiring from the imperial service, as the commercial marine of their own nation increases. While they remain attached to the former service they receive pay, whether employed or not, on condition of presenting themselves when called on. The Turks, on the contrary, are only paid when in activity, and when their ships are laid up they retire to their several places of residence, and follow other occupations. When on an emergency an extraordinary levy of seamen is required, the Grand Signior issues a firman, ordering the chiefs of the islands of the Archipelago and the governors of the maritime towns to send a certain number of men to Constantinople.

The Turkish marine is commanded by a *Capidan Paska*, or high admiral, who usually hoists his flag during war. Under him, for the civil administration,

tion, is the *Tersana Emini*. In the military command the next officer to the Capidan Pasha is the *Capitano*, who hoists a flag at the main; the *Patromi* is next, and hoists a flag at the fore; and the *Reala* at the mizen. The commanders of the gallies are named *Beys*, and usually furnish and equip their vessels at their own expense, a certain number of slaves being allotted to each to work the oars. Turkish Navy.

The ships of war are built at Constantinople, Ghemlek, Metelin, Stancho, Rhodes and Sinope. The Turkish dominions supply oak and fir timber, pitch, tar, hemp, flax, and copper. In 1794 the Turkish navy consisted of twenty-one sail of the line, of which one was a three-decker; twenty frigates and sloops, besides gallies and small vessels. In 1801 the serviceable ships were only twelve sail of the line and fifteen frigates, and four sail of the line building. Besides the imperial ships, the Porte can fit out for war twenty large merchant vessels called caravals, which are employed chiefly in importing coffee from Alexandria to Constantinople, and are capable of carrying from forty to sixty guns. The states of Barbary are also obliged to assist the Grand Signior with their whole naval forces when called upon.

The commerce of the Barbary states, from the nature of their governments, their religion, and habits, is insignificant in comparison of what it is capable of being brought to from the natural productiveness of the soil.* The French are the only Commerce. Barbary.

* For the commerce of Morocco, see West Coast of Africa.

Commerce. Barbary.

only Europeans that have any thing like an organised trade with the kingdom of Algiers, and this, as we have already seen, is exremely fluctuating. The objects of export are

Wheat, Olive oil, Bullocks' hides, Wool,
Barley, Wax, Goat skins, Live bullocks,
Pulse, Honey, Wild beasts' skins, Live sheep.

The export of any kind of provisions is prohibited from Algiers or any of the places near it; but, by treaty with England, it is permitted to export cattle from Oran to Gibraltar.

The articles of import that find a ready sale are

Coffee, Alum, Copperas, Superfine woolen
Spices, Cutlery, Logwood, lens,
Sugar, Piglead, Redwood, Fine Irish linen,
Rum, Small shot, Tin, Callicoes.

The kingdom of Tunis has had a very considerable export trade within these few years, since the cultivation of corn and olives has been encouraged, and the intercourse with Europeans has considerably civilised the Tunisians.

The objects of export are

Wheat,	Wild beasts' skins,	Senna,
Barley,	Wool,	Soap,
Beans,	Madder,	Sponge,
Olive oil,	Ivory,	Cotton,
Wax,	Gold dust,	Ostrich feathers.
Honey,	Scarlet caps,	Orchilla weed.
Hides,	Zerbi shawls,	

The

The corn goes chiefly from Biserta to France, Spain, and Italy; the olive oil from Tunis, Soliman, and Susa, principally to France; sponge from Susa, to Italy and Spain; soap, hard and soft, made of olive oil and barilla, to Italy and Spain. The orchilla weed is collected near the ruins of Carthage, and among the rocky mountains east of Tunis; it is of a very inferior quality. Great quantities of wool are exported from most of the ports of Tunis, chiefly to France, where it is manufactured into the cloth called Londrins and sent back to Barbary. The ivory and gold dust arrive at Tunis by caravans from Tombucto in the interior of Africa.

The imports to Tunis are,

From *Tripoli*, madder root and senna.

From the *Morea*, dried fruits.

From *Syria*, India muslins, cottons, carpets, silks, opium, copper, tobacco.

From *Trieste*, glass-ware, timber in beams and planks, iron, fine linens, woollens.

From *Spain*, wine, brandy, wool,* naval stores.

From *France*, hardware, watches, trinkets, fine linen, woollen cloths, sugar, coffee.

From *Leghorn*, Swedish iron in bars and sheets, lead in pigs and shot, quicksilver, aqua fortis, spices, stick lac, gum benjamin, sheet iron, alum, copperas, sugar, coffee, cloth, cochineal, log-wood, nails, fine linens.

The

* For the manufacture of red caps, vast quantities of which are manufactured in Tunis and exported to Italy and France.

Commerce. The Tunisians consume a considerable quantity of English goods, (particularly coarse woollens) which they receive *via* Leghorn. English and French merchants pay three per cent. *ad valorem* on their goods (naval and military stores excepted which are duty free); other nations pay ten per cent.

Navy. Independent of the natural indolence of the Moors, the want of good ports and of most of the materials for naval construction, would prevent them from having any naval force, were they not supplied with materials and even occasionally with ships ready equipped by the European governments. Perhaps there is no greater political phenomenon in the present time, than the conduct of the maritime powers towards these barbarians, who are permitted to carry on their piracies, with a kind of impunity, against all nations who do not pay them for forbearance. Nevertheless Morocco, the most powerful of these states, has not above fifteen small frigates, some xebecs, and twenty to thirty row gallies, manned by about 6,000 seamen and soldiers. Algiers has only five frigates of thirty-four to twenty-four guns, three xebecs of twenty to ten, four half gallies, and three galliots, with which contemptible force it has defied the united fleets of Spain, Portugal, Naples, and Malta.

In 1784, Spain, outraged by the insults of these barbarians, shewed a moment of energy, and attempted

attempted to destroy Algiers by bombardment, but after expending 200,000 quintals of powder and burning 2 to 300 wooden houses, her fleet retired. The following year she returned to the attack, joined by the naval forces of Naples, Portugal, and Malta, which together composed a fleet of thirty sail; the Algerine marine however foiled them, and Spain finding it impossible to subdue them while they were supplied with naval stores by the French from Marseilles, purchased a temporary suspension of their depredations for 70,000 piastres. Navy. Barbary.

Tunis has three or four large barks of twenty guns and 120 men each, some xebecs of ten to fourteen guns, a few feluccas and galliots, the whole belonging to the government, not exceeding fifteen to twenty vessels, besides about twenty armed for piracy by private persons.

The rules observed by the corsairs in determining whether a strange vessel is to be attacked, deserve mention. The captain first examines her with his glass, then the second in command, and so downwards to the lowest seaman, when the opinion is asked, and a *single* affirmative voice for the attack is obligatory on the whole crew, although contrary to the opinion of every other person that composes it.

COMMERCE OF THE BLACK SEA.

From the earliest periods of authentic history, the Black Sea was the centre of the richest commerce

Commerce of the Black Sea.

merce of the world, that between India and Europe, which successively passed from the Phenicians to the Egyptians, Greeks, Romans, and Greeks of the Lower Empire, and at last concentrated, as we have already seen, in the Genoese. The conquests of the Ottomans shutting the Black Sea against all foreign nations, its commerce was immediately reduced to the relations with Constantinople alone; and hence the regions which it washes fell into the same state of slavish lethargy, as the rest of the countries subjected to the dominion of the Crescent. During three centuries, from the capture of Kaffa in 1476, to the treaty of Kainardgy in 1774, the subjects of the Porte alone were permitted to navigate or trade in the Black Sea, and its limited commerce was almost entirely in the hands of the Greeks and Armenians.

The advantages of a free communication between the Russian dominions, bordering on the Black Sea and the Mediterranean, could not escape the penetrating mind of Peter the Great; but the first object being to get a footing on the coasts of the former, he turned his arms towards this side in 1699, and Azoph with a territory round it, was the fruit of his successes. The unfortunate battle of Pruth, in 1711, however obliged Russia to relinquish this conquest, and for more than half a century, the Russian arms being employed on the shores of the Baltic, the views of its monarch on those of the Black Sea laid dormant.

At

At length the successful termination of the war, by the treaty of Kainardgy, put Russia in possession of Azoph and its territory, together with Taganrog, the fortresses of Kertché and Jenikale in the Crimea, and that of Kinburn on the Dnieper, at the same time assuring to the Russian commercial flag the free navigation of the Black Sea and its entrances, by vessels not exceeding 422 tons burthen. Commerce.

Catharine II. having got entire possession of the Crimea, and extended the Russian dominion to the Dnieper, in 1784 declared Kherson, Sevastopol, and Kaffa free ports. This encouragement had not, however, time to produce any great effect, when in 1787, a fresh war broke out between Russia and Turkey, which was terminated by the peace of Jassy, by which Russia acquired the territory between the Bog and the Dniester,[L] and Kodja bay, whose name was changed to Odessa in 1796, being fixed on as the place most eligibly situated to become the entrepot of the Russian commerce, instead of Kherson: the privileges of the latter were accordingly transferred to it.

The court of Vienna also claiming the privilege of navigating the Black Sea, the Porte accorded it in 1784. Until the war of the French revolution, a considerable trade was carried on by the French under the Imperial and Russian flags; but this infant commerce was arrested in its progress by this event, the English cruisers covering the Mediterranean, and seizing the vessels trading from France under neutral colours. At the peace

Commerce. of Amiens, the navigation of the Black Sea was opened to the French, Prussian, Spanish, Neapolitan, Dutch, Ragusan, and English merchants flags; and all these nations were allowed to have resident consuls in the Turkish ports of this sea. These privileges gave a great momentary extension to its commerce; and in 1808, 815 vessels entered the Russian ports from the Mediterranean, few, however, of whom imported any merchandize, the greater number being in ballast; and the return cargoes were almost entirely corn, of which there was, in that year, a great scarcity in the countries of the Mediterranean. Of these 815 vessels,

Flags.	*Loaded at*	*Destination.*
421 Austrians,	552 Odessa,	186 Trieste,
329 Russians,	210 Taganrog,	144 Messina,
18 Ragusans,	23 Kaffa,	103 Cephalonia,
16 Seven Islanders,	19 Kosloff,	72 Genoa,
15 French,	7 Sevastopol,	57 Leghorn,
7 English,	4 Kherson,	26 Corfu,
6 Hydriots,		24 Barcelona,
3 Spaniards,	815	19 Marseilles,
		10 Naples,
815		8 Malta,
		7 Tchesmé,
		4 Zante,
		155 Sailed without declaring their destination, on account of the war.
		815

Russia

Russia has some little coasting trade, and some fisheries in the Black Sea. In 1802, thirty-six vessels and 266 small craft were employed in the former. General.

There is also a considerable trade between the Russian ports and Constantinople and Smyrna, carried on entirely by Greek vessels under Russian colours.

In recent years the exports from the Russian ports of the Black Sea have amounted to seven millions of rubles, and the imports to five millions.*

The objects of commerce afforded by the countries of the Black Sea are as follow:—

From Roumelia and Bulgaria by the ports of Varna and Burgos.

Wheat,	Tallow,	Wax,
Rice,	Iron,	Iron,
Tobacco,	Hare skins,	Yellow grains
Hides,	Honey,	for dying.

From Moldavia and Wallachia by Rudjuk and Galatz, on the Danube, the same objects as above, and, moreover, wool, butter, hemp, masts, ship timber and pitch.

From Besarabia, by Ovidopol, the same objects as from the Russian government of Kherson, by the ports of Odessa, Akerman, and Kherson, which are,

* See vol. i. page 410.

Commerce.

Corn,	Tallow,	Hemp,
Oak timber,	Tar,	Sail cloth,
Ox and horse hides,	Chagrin,	Wool.
	Wax & honey,	

From the Crimea, by the ports of Sevastopol, Kosloff and Kaffa.

Corn,	Morocco leather,	Potash,
Wool,	Sheep skins,	Felt,
Wax,	Salt,	Caviar,
Honey,	Salted and dried fish,	Wine,
Dried and salted hides,		Silk,
Deer skins,		Saltpetre.

In 1802 the quantities of some of these objects were,

Wheat .....150 cargoes.
Wool .....118,000 quintals.
Wax .....7,000 oques.
Hides .....25,000 pieces.
Morocco ..... 10,000 touras.
Wine .....10,000 oques.
Raw silk .....150 oques.
Salt petre ....5,000 oques.

From the countries of the sea of Azoph, by the port of Taganrog and Mariapol, chiefly iron, of which Constantinople and Smyrna take each 60,000 quintals; the other objects are

Dried fish,	Wheat,	Hemp,
Caviar,	Timber,	Linens,
Butter,	Furs,	Wax,
Hides,	Sail cloth,	Wool.
Tallow,	Cordage,	

About

About 100 Greek vessels, under Russian colours, arrive at Taganrog every year. Commerce.

From Circassia, by the port of Fanagoria, all the above objects, except iron.

From Anatolia, by the ports of Erekli, Amasrah, Ineboli, Sinope, and Uniah,

Ox and Buffaloe hides,	Linens,	Hemp,
Dried fruits,	Linen thread,	Copper,
A little silk,	Wax & honey,	Ship timber.

From the countries of the Guriens and Laziens, by the ports of Kiresount, Trebisond, and Risé, nearly the same objects as in the last paragraph, with the exception of ship timber.

From Mingrelia and the coast of the Abasses, by the ports of Anarghica, Isgaour, Ghelindik, Sudjuk, and Anaffa,

Slaves of both sexes,	Wool,	Butter,
Timber,	Silk,	Hides,
Box wood,	Furs,	Wax & honey.

The trade to these coasts is, however, very insignificant, and entirely in the hands of a few Greeks of Constantinople.

THE WEST COAST OF AFRICA.

Divisions. The West Coast of Africa comprehends the following divisions and subdivisions.

1. The coast of the empire of Morocco, from the Strait of Gibraltar to Cape Agulon.

2. The coast of the desert of Sahara, from Cape Agulon to the mountains north of the Senegal.

3. Senegambia, or the country of the Senegal and Gambia, from the above mountains to the Gambia.

4. Guinea,* the limits and subdivisions of which are still uncertain, each geographer and traveller adopting, arbitrarily, those which strike him as most proper; thus some extend the denomination of Guinea to all the country between the Gambia and Benguela, dividing it into *Upper* and *Lower;* while others confine it to the coast between the Mesurado and Cross River. Among this variety of opinion, we shall take a middle course, as that indicated by similarity of climate and seasons, and consider Guinea as comprized between the Gambia and Cape Lopez Gonsalvez.

English

* The name of Guinea appears to be more ancient than the discoveries of the Portuguese, being found in MS. charts of the fourteenth century; according to *Leon Africanus*, this country is called by the Africans *Genni*, and by the Arabians *Ghenoa*.

English navigators usually give the name of *Windward Coast* to the space between the Rio Grande and Cape Palmas, because the winds are generally from the north, and consequently it lays to windward relative to the Gulf of Guinea. Divisions.

The space from the Mesurado to Cape Palmas is named the *Grain Coast*, from a species of pepper called by the natives *manigatta*, and by Europeans the grain of Paradise.

The *Ivory* or *Tooth* Coast extends from Cape Palmas to the river Frisco or Lagos, and derives its name from the quantity of elephants' teeth procured on it, these animals it is thought being particularly attracted to this part of the coast by its abundance of sugar canes, of which they are extremely fond. This extent of coast is free from danger, and may be sailed along within a league.

The *Quaqua* Coast, from the river Frisco to Assinee. This extent is more usually included in the Ivory Coast.

The *Gold Coast*, according to different writers, commences at Assinee, at Cape Apollonia, and at Cape Three Points, and generally is terminated at the river Volta. It has its name from the quantity of gold-dust brought by the negroes for sale, and which they collect in the sands of the brooks and torrents.

The *Slave Coast* extends from the Volta to Cross River. It is sometimes subdivided into *Dahomey*, or *Whidah*, from the Volta to Porto Nova; *Benin* from the latter river to that of Formosa, and *Ouary* to Cross River.

Divisions. The coast from Cross River to Cape Lopez has no general apellation, but is marked by the names of its negro tribes, *Biaffra* and *Calbonga*, and *Kalabar* and *Gabon*, from the rivers of these names.

From Cape Lopez to Loango the coast is also without any other name than that of its negroes, the *Gobbi*, to whom succeed the coasts of *Loango*, to the 5° of latitude; *Congo*, to the River Danda; *Angola*, to the Coanza; and *Benguela*, to the Gubororo.

The coast from Benguela to the territory of the Cape of Good Hope, is sometimes included under the general name of Caffraria, or the Country of the Kaffers.

Coasts. The grand physical feature of Africa is the small number of its navigable rivers, or ports fit for the reception of fleets. On the north or coast of the Mediterranean, as we have already seen, the Nile alone is of any consideration, and the whole number of ports fit for even vessels of moderate size does not exceed two or three. On the west coast, washed by the Atlantic from the Strait of Gibraltar to the Senegal, there is no river of any consequence, and not a single port. The coast of Guinea has, it is true, a great number of rivers, but most of them are barred and inaccessible to ships, and the ports formed by the islands that line it, are few and inconvenient. Beyond this region, the great extent to the Cape of Good Hope has but two or three rivers, and an equal number of ports. On the east coast the same

same want of rivers and ports occurs to the entrance of the Mosambique channel, and again from the Equator to the Strait of Babel-mandeb. All the rivers of Africa, within the tropics, are subject to periodical inundations, caused by the heavy rains, when the sun is vertical in the equatorial regions. Coast.

The banks of most of the rivers of Guinea are either marshy and covered with impenetrable mangrove,(M) or close forests, and in few instances afford any dry elevated grounds; there are, however, spots on the banks of the Sierra Leone, which offer a picturesque and varied mountainous scenery. The whole west coast of Africa is beaten by a violent surf, and infested by sharks,(N) while the rivers abound in equally voracious alligators, and the fresh water swamps with the hippopotamus.

The coast of the Empire of Morocco to about Cape Nun, is bounded by lofty mountains of the chain of Atlas, whose summits towards the north are covered with snow till the month of May. Beyond this region commences the barren coast of the Desert, which to the confines of Senegambia presents a continuity of arid sand-hills, whose only vegetation is a few bushes or stunted trees; this low coast terminates to the north of Cape Verd, where commences the undulating and wooded coast of Senegambia, which extends to the Gambia.

The climate of the West Coast of Africa, from

the

Coasts. the latitude of 20° north to the Equator, is in general extremely destructive to Europeans, though some spots more salubrious than others are found. The rainy season commences throughout this tract in May, lasts till October, and is at its height in June and July, with almost constant thunder and lightning. The exhalations from the marshes, formed by the overflowing of the rivers, from the rank vegetation on their banks, and from the vegetable and animal corruption which covers the ground, produce mortal dysenteries and inflammatory fevers. During the dry season from November to May, the climate is less unhealthy, the atmosphere being then clear, and the heat tempered by sea breezes. In Senegambia the greatest heat is in July, when the thermometer rises in the open air to 120° or even 130°, and in the night never falls below 100. The winds during the wet season on this coast blow constantly from the north with strong southerly currents, by means of which vessels run from the Senegal to Goree in twenty-four hours, while it requires ten or fifteen days to beat back. During the dry season the thermometer varies in the day between 88° and 68°, and during the night, when there are heavy dews,(q) falls to 60°.

The coast between the Gambia and Cape Verga, a distance of 250 miles, is formed by a chain of low and fertile islands separated from the main, and from each other, by narrow but deep straits. Beyond Cape Verga these low islands are succeed-

ed

ed by an elevated coast, which increases in height till south of Sierra Leone it presents alpine peaks apparently of volcanic origin. On this extent of coast the rains commence the same time as to the north, but are not so intense nor the climate so insalubrious: the extremes of the thermometer throughout the year are 69 and 98, from May to August. N.W. winds are most prevalent, and S.W. in September and October. In November, December, and January, N.E. winds prevail, with fogs, and the thermometer descends the lowest. In February, March, and April, land and sea breezes are pretty regular, the latter from the S.W. in the evening.(P) On this coast between June and October *tornadoes* are frequent, and chiefly come from between the E. and S.E.; they blow with all the violence of a hurricane, but seldom longer than an hour or two, and their approach is denoted by *black* heavy clouds, rising in the S.E. an hour before their arrival.* Coast.

Between Sierra Leone and Cape Palmas the prevailing winds are from N.W. and N.N.W., but after passing this cape they blow throughout the gulf of Guinea from S.W. to S.S.W. The general current sets to the S.E. to Cape Palmas, round which it curves to the E.N.E. into the gulf.†

The

* *Beaver's African Memo:* other writers say these storms are announced by a small *white* cloud, but this Captain Beaver positively contradicts from the experience of seventy of them; of which sixty-three came from between E. and S.E., two at E.N.E., three at N.E. and two at N.W. The word *tornado* is Portuguese and signifies a whirlwind.

† On the equator in the gulf of Guinea, the current sets at times strong to the *west*, chiefly in *June*, *July* and *August*, and particularly at the new and

Coasts. The *Grain*, *Ivory*, and *Gold* Coasts are low and thickly wooded; but inland, at a short distance, the country is pleasantly diversified with hills and plains extremely fertile, and with abundance of good water, an article that is both scarce and bad near the shore. The seasons are similar to those already noticed, but the heat is greater on the Gold Coast than even in Senegambia, the thermometer rising in the open air to 134. On the whole coast of Guinea, from the Gambia to Cape Lopez, a singular wind, called the *harmattan*, blows from the interior of Africa, occasionally in December, January, and February. It has no regular period of duration, sometimes continuing only a few hours, at others for several days; it is cold and always attended with a dense dry fog, through which the sun at noon appears of a pale red. The extreme dryness of this wind withers the leaves of vegetables. At some seasons it is considered malignant, probably after wet weather, when it is loaded with marsh miasma; at others it arrests the progress of epidemic diseases. From the whitish powder which seems to compose the fog, and which subsides on the earth, it has been supposed that this wind blows from some volcano in the unexplored interior of Africa. On the coast of Sierra Leone it blows from the E.S.E., on the Gold Coast from N.E. and towards Cape Lopez from N.N.E.

The

and full moon—*Horsburgh's Ind. Direct.* We are inclined to attribute this westerly current to the great quantity of fresh water, emptied into the eastern port of the gulf during these rainy months.

The *Slave* Coast, between the rivers Volta and Formosa, is low and in general thinly wooded; it is lined by a chain of lagoons, separated from the sea by a narrow border of land, called by the French *La Prée*, the meadow, and which are formed by the overflowing of the rivers. From the Formosa to the Camerons the coast is intersected by the mouths of numerous rivers, by some supposed to be branches of the *Niger*,[Q] which still conceals its *embouchure* from the researches of geographers. These rivers carry out great quantities of mud, which elevate the bottom of the sea, and it seems probable that the projecting land of Cape Formosa, which separates the gulf of Benin and Biaffra, is entirely formed of alluvion. A considerable number of elephants frequent this part of the coast; but their tusks are said to be of an inferior ivory. The fresh water swamps are also frequented by the hippopotamus. Between the rivers Camerons and S. Benito, the coast is mountainous, and in the tract called the high land of Ambozes some of the peaks are thought to equal that of Teneriffe in elevation. Coast.

After crossing the equator the wet season is from September to November, the rains prevailing at each side of the equator in the respective summer solstice; they are also retarded in going to the south, commencing at Loango in December and lasting till March. After passing Loango there is strictly speaking no wet season. On the coasts of Congo, Angola, and Benguela, gentle rains fall during March, April, and May, when a dry season succeeds,

Coast. ceeds, and June and July are the most pleasant months, the heat being moderated by sea breezes. In October, November, and December, rains again fall, and are succeeded by a second dry season and harvest. These coasts are not subject to tornadoes, and are seldom visited by storms, so that ships anchor at all seasons on the open coast, without running any risk. The country near the sea is intersected by lagoons and rivers full of fish, and fresh water is in abundance. The finest fruits of the tropic are here in profusion, and generally grow without cultivation; but the only domestic animals reared for food are hogs and goats, there being but few horned cattle, and no sheep.[R]

The little *general* knowledge we have of the coast from Benguela to the territory of the Cape of Good Hope, will be found incorporated in the few notices we are able to give of particular points on this coast.

Descriptive Sketch of the Nations inhabiting the West Coast of Africa.

Moors of the Desert. After passing the limits of Morocco, the first nation met with is the *Moors of the Desert*, who inhabit the coast from Cape Agulon to the Senegal, and form three tribes. Though they acknowledge the Emperor of Morocco as their sovereign, they are in every respect independent of his government or power. They lead an erratic life, their habitations being conical tents of a cloth manufactured

manufactured of camel's hair, which they move about in search of pasture for their cattle. Their whole furniture consists of two large leather sacks, a wooden box, a few goat skins to hold their milk and water, several wooden platters, two flat stones for grinding barley, some ozier mats serving for beds, and a small copper kettle. Moors of the Desart.

The character of the Moors is by no means engaging; they are cruel, deceitful, and ignorant, and at the same time so proud that they think the sun rises for them alone. "Contemplate that orb," said a Moor to a Christian slave, "it is unknown in thy country; you have no trees, nor sheep, nor camels, nor *sand*, nor goats, nor are your women fat like ours." Their religion is that of Mahomet mixed with paganism, and their language a corrupted Arabic.

These barbarians consider shipwrecked vessels as presents from heaven, enriching themselves by their plunder, and reducing their crews to the most abject state of slavery, from which there is no other hopes of escaping than by a powerful reclamation from the Emperor of Morocco, who is even obliged to pay a great ransom for their deliverance, which is usually repaid by the European consul of the nation to which the prisoners belong.

The most laborious offices fall on the women: they fabricate the cloth for the tents, make the bridles and saddles, dress the victuals, fetch water, and attend the horses and cattle, who share the tent of their owner. The women also strike and

erect

Moors of the Desert.

erect the tents, load and unload the camels, hold the stirrup for their husbands, with whom they are not allowed to eat, but must content themselves with their leavings. The wife is always purchased, and the price is paid in advance. The husband may divorce her when he pleases, but he cannot reclaim the purchase money. Female adultery is uncommon, and when it occurs, the husband usually contents himself with turning off his guilty partner, while her relations, more vindictive, often wash out the disgrace in her blood.

Female beauty, according to the Moors, consists in extreme corpulence, and in long teeth, projecting out of the mouth; hence to acquire an enormous *embonpoint* is as much the study of the Moorish women as to avoid it is that of our northern females: for this purpose the Moorish girls are crammed with cuscus and camel's milk, which are particularly fattening. The girls receive no kind of education, while the boys are taught to read and write the Arabic.

The tent intended to receive a new married couple is distinguished by a white flag, and the bridegroom wears a white band on his forehead. The bride and her young female friends perform indecent dances throughout the day, to the sound of a drum; the morning after the wedding the bride is washed from head to foot by her relations, and entirely new cloathed, when she pays her visits through the camp, and in the evening returns to her husband's tent.

When a son is born the mother testifies her joy by

by blacking her face for forty days, while on the birth of a girl she only blackens one half of her face for twenty days. Moors of the Desert.

The Moors are little acquainted with the useful arts, and with the exception of knives and kettles, which they make out of the iron and copper they procure from Europeans, they are dependent on strangers for every article of cloathing and domestic utensils. Being essentially pastoral, their agriculture is very imperfect, and consists in simply scattering the seed barley, wheat, or millet, on the spots moistened by the rains, and covering it with a light plough, worked by a single camel; the crop, if it succeeds, (which is very precarious,) is divided among the horde. The common food is milk, honey, and the flesh of wild animals, for they kill no domestic ones, except in times of great scarcity, or on solemn occasions.

The Moors are constantly at war, both with each other and with the Negroes. In their battles every individual singles out an antagonist, whom he attacks with spear, sabre, or dagger, for they have but few musquets, and are very inexpert in their use. The Negroes made prisoners are kept as slaves, while the Moors, after being stripped, are allowed to escape. The only virtue they seem to possess is hospitality towards each other; a Moorish stranger is fed and assisted, but never admitted into the tent. If he is a person of consequence, an ox, goat, or sheep is killed to regale

Mem's of the Depart.

him, and the raw fat is first served up by the women, who, when the other parts are dressed, place the stranger's share on some fresh straw, and the husband, causing it to be borne by a slave, proceeds with it to his guest, who invites his host to partake of it, but which is always declined. This hospitality is, however, more ostentatious, or arising from established custom, than the impulse of generosity, for at whatever hour the stranger may arrive, or however hungry he may be, the repast is never served up till night. The next morning the guest departs, without taking leave or thanking his host, and if he remains a second day, it is looked on as taking an improper advantage of hospitality, and he is tacitly warned to depart by giving him a much smaller share of victuals the second day than the first. The last question put to a stranger on his claiming hospitality is after his health.

The dress of both sexes is simple: that of the men consists of loose trowsers, and a piece of cotton cloth thrown over the shoulders like a scarf and fastened round the waist with a belt, in which is stuck a dagger, and which also keeps their handkerchief. On the head they wear a white linen turban, and on the feet morocco slippers or half boots. The women wear long trowsers, shifts with wide sleeves, a corset, and over all a piece of blue cotton, which reaches from the neck to the heels. Their head-dress is a piece of white cotton, which serves as a veil when they go into

the

the sun only; for these tribes are not sufficiently jealous of their women to oblige them to conceal their faces. Their feet and legs are bare. Moors of the Desert.

To the *Moors* succeed the *Negroes*, a race totally different, both in personal appearance and in moral qualities. Though some erratic tribes of Negroes may be met with near the west bank of the Senegal, this river is their proper limits on the north, and they extend to about 20° south. Negroes.

This race is distinguished from all others, not so much by the colour or the features, as by the form and thickness of the skull, which differs from those of all other races, and particularly from Europeans.

The most prominent trait in the moral character of the Negro is indolence, which is doubtless the consequence of the climate and soil of the region he occupies; the intense heat of the former relaxes the frame and renders great exertion impossible, while the latter affording all the necessaries of life almost spontaneously, renders much exertion unnecessary. As, however, the countries of the Negroes differ considerably in climate and soil, as well as in government, the physical and moral character of the tribes is proportionally affected and modified by these variations, and some tribes are accordingly endowed with much more energy, and are more industrious than others.

The first great feature in the state of Negro society is slavery, which seems to be universally

Negroes. spread over the regions inhabited by this race, and the class of princes alone is exempt from the consequences of this general principle, those of this class taken in war enjoying the privilege of being put to death by the captors, or of putting an end to themselves. Most of the Negro tribes inhabiting the coast, as far as the river Mesurado, have embraced the Mahometan religion, but many of them render it almost undistinguishable by the mixture of their ancient superstitions. They all, however, agree in three points of the Mahometan doctrine, the plurality of wives, the necessity of circumcision, and a veneration for the prophet. The tribes inhabiting the coast from the Mesurado are gross idolators, except that in the country south of Loango some traces of Mahometanism are again observed, which may probably have been introduced from the East coast, by means of the commercial communications which heretofore existed, and which probably still exist by caravans.

Whatever forcibly strikes the imagination of the negro, is immediately converted into a deity, and becomes his *fetishe*, or idol; he adores and consults a tree, a rock, a fish-bone, a blade of grass, or any other material object equally insignificant. Some tribes have however a supreme idol drawn from the animal creation, to whom divine honours are paid, and who is nourished in rude temples and served by young priestesses. In Whidah, a serpent is the god of production, commerce, and agriculture. In Dahomey, the leopard has the first rank, and in Benin a lizard, while other

other tribes more rational give their divinity a human form, or worship the all bounteous sun. Negroes.

The Portuguese missions, it appears, have had but little success in converting the negroes to Christianity: nor is this to be wondered at, when it is remembered that the missionaries were bigotted monks, who instead of endeavouring to gain the confidence of the negroes by mildness, and leading them by degrees to adopt the true religion, disgusted them both by personal ill treatment and by attempting to force on their belief abstract dogmas and rules of morality, the first of which it was impossible for them to comprehend, while the second were totally subversive of and incompatible with their ancient manners and habits.

The food of the negroes consists chiefly in rice, Indian corn or millet, boiled to a paste and highly seasoned with red pepper. They use little animal food, and are by no means delicate in the choice of it, the putrid flesh of the elephant, crocodile, monkey, and dog, not being rejected by their stomachs. Those of the coast are expert fishermen and draw a considerable portion of their food from the sea; but here, also, they prefer the species rejected by Europeans, the shark being their favourite fish.

The drink of the negro is either the sap of the palm tree, called by us *Palm wine*, or water, except when he can procure spirits, the taste for which, introduced by Europeans, is one of the greatest obstacles to the civilization of Africa. The cloathing of the negroes is only sufficient for

Negroes. decency, and consists either of cotton cloth manufactured by themselves or procured from Europeans. Their habitations cost them little more trouble than their dress, being conical huts composed of the trunks and branches of trees. Their villages are straggling assemblages of these huts, with no other public building than a great shed, open all round, where are held the public deliberations known by the corrupted Portuguese name of *Palaver*. The furniture of their huts does not extend beyond a few calabashes and wooden utensils: their chiefs have, however, some objects of European manufacture, and as marks of their dignity on great occasions, dress *à l'Européen*, and have a silk parasol held over them by a slave.

The amusements of the negroes are dancing and gaming, of the former of which they are so passionately fond, that an author, in describing them, says, "that after sun-set all Africa dances." Throughout the night the air resounds with the monotonous sounds of their *tom toms*, mixed with the discordant notes of a shrill ivory horn, and the simple ones of several kinds of rude guitars and lyres; all ages and both sexes partake in these nocturnal concerts, and the music and song of one village answer to those of another.

The custom of making incisions in the skin prevails amongst all the negro tribes, who have retained their primitive manners; but these ornamental cicatrices vary, both with respect to the parts of the body and the figures, with different tribes. Circumcision is adopted as well by the idolators

idolators as the Mahometans, and by some tribes is extended to the females, while others take pains to produce by *art*, the *natural* distinctive mark of the female Hottentot. Negroes.

The coast between the Senegal and Gambia is divided in the latest maps as follows. The kingdom of *Hoval* extends along the left bank of the Senegal for thirty leagues: the king is named *Brac*. From the mouth of the Senegal to below Cape Verd is the kingdom of *Cayor*, of which the chief is named *Damel*. To the south of this territory is the kingdom of *Baal*, governed by *Tin*: it has twelve leagues of coast. Portudal is in this territory, and its limit is Point Serene on the south. The kingdom of *Sin*, or *Bursin*, succeeds, and has also twelve leagues of coast: in it is Joal. The kingdom of *Salum*, or *Bursalum*, extends from the limits of Sin and has the same space of coast; from it to the north bank of the Gambia is the kingdom of *Bar*. All these chiefs govern despotically in the utmost latitude of the term, the property and the persons of their subjects being at their disposal. The order of succession to the throne in the kingdom of Cayor is in the deceased king's brothers, according to priority of birth, and in default of brothers in his sons. In the kingdom of Hoval, the eldest son of the eldest sister of the deceased king succeeds.

In the territory of Cayor and on the coast, half way between Cape Verd and the Senegal, is a negro tribe, named *Ceres* or *Serezes*, who are described as living in a complete state of nature

Negroes. without government or laws, and it is said even without religion.

The coast, from the Gambia to the Cassamança, is inhabited by *Feloops*, a tribe of idolators, who are described as melancholy and revengeful, but also honest and grateful. The succeeding tribes on the coast on the *Bagnons*, on the banks of the St. Domingo, who are said to be peaceful cultivators; the *Papels* and *Balontes* occupy the coast between the St. Domingo and Courbali, and are painted as ferocious and inhospitable. The Papels worship trees, ox horns, and all sorts of visible objects. When their king dies a new one is elected in a singular manner; the corpse of the deceased monarch is placed on a bier, encircled by the chief nobles, and the corpse being tossed up in the air, the noble on whom it falls in its descent is thereby duly elected king.

The nation of *Biaffers* occupy the right bank of the Rio Grande: they are somewhat civilized and addicted to commerce. Between the Rio Grande and Nunez is the tribe of *Naloes*, whose lands are well cultivated and produce indigo and cotton, but with whom it is necessary to be guarded. The Bissagos islands are inhabited by different tribes of idolators, generally ferocious and treacherous, adorning their huts with the scalps of their enemies; and in the island of Bissao, the favorite wives of the king are sacrificed on his death and burnt with his corpse.

The negroes of the Grain coast are said to be jealous of strangers, and are little known. The

Ivory

Ivory coast to Cape La Hou is also occupied by an unfriendly and warlike tribe, described as anthropophagi, whence the Portuguese give them the name of *malos gentes*. East of Cape La Hou are the *Quaquas*, or *boás gentes*, who, like the Hindoos, are divided into casts, the son always following the profession of the father. Negroes.

The coast between the Volta and Benin is subject to the powerful and barbarous king of *Dahomey*, whose body guard is composed of 800 women, armed with musquets, bows, and arrows; whose chief officers approach him crawling on their bellies, and licking the dust of the ground; the avennes to whose palace are paved with human sculls, and its walls incrusted with the jaw bones of his massacred subjects; and who, on days of ceremony, sprinkles the graves of his ancestors with human gore, while fifty corpses and as many heads stuck on poles, are placed round the royal sepulchre:—the wives of the deceased king mutually kill each other, until the new monarch orders the massacre to cease; and the people, more ferocious than tygers, in the midst of noisy rejoicing, tear the victims to pieces, for the mere pleasure of doing so, and without even the excuse of feasting on the flesh, for they are not cannibals.

The negroes of Benin are nearly as barbarous as the *Dahomeys*. Their king, who can bring 100,000 fighting men to the field, is worshipped as a demi-god, is supposed to live without food, and when he appears to die, is thought, like the *Grand Lama*, to revive under another human form;

form. Here human victims are sacrificed to the *evil principle*; and in their feasts, the king and nobles dip their coral necklaces in the blood of the victims, and pray to the gods, that they may never be deprived of this mark of pre-eminence.

The nations between Benin and Loango are little known. A second tribe of *Biaffers* inhabit the banks of the Formosa, and are said to sacrifice their children to the devil. To them succeed the *Calbongas*, occupying the country through which runs the Rio del Rey and San Benito: they are painted as the least civilised of the negro nations, going naked, and selling their children and relations as slaves.

The *Camma* and *Gobbi* succeed the Calbongas, and extend to Cape Lopez: they resemble their southern neighbours of Loango.

The Loangoese are named *Bramas*, and are a handsome and robust race, feeding on fish and the spontaneous vegetable roots their country affords. They were formerly cannibals, but are represented as much improved, friendly and hospitable in their mutual intercourse, and much addicted to love; their great men having a dozen or more wives, and the poorest two or three. They cloath themselves decently with their own manufactures, and ornament their necks, ancles, and wrists, with beads of coral and ivory, shells, &c. They are idolators, but with some slight tincture of Mahometanism.

The negro tribes of *Congo*, *Angola*, and *Benguela*, differ essentially from those of Guinea,

both

both in their physical appearance and in their manners. Their hair is sometimes sandy, and rather frizzled than woolly; nor have they the negro flat nose and thick lips, their features not greatly differing from those of southern Europeans. Their moral character is, however, not more amiable than that of the Guinea negro, being described as mistrustful, treacherous, revengeful, and devoid of natural affection, selling their wives and children for the most insignificant European toy, or for a glass of brandy. The religion of those who have not been partially converted to Christianity by the Portuguese, is a monstrous compound of idolatry and superstition, founded by their priests, who are extremely numerous, to perpetuate their own influence. The governments are despotic monarchies, and the accession of a new sovereign is attended with a variety of splendidly barbarous ceremonies. Unlimited polygamy is authorised by their pagan institutions, and in this respect even the Christian converts cannot be prevailed on to forego, what they consider the *rights of man*. Three years trial are allowed the parties before tying the connubial knot, a custom which possibly some of our readers may not think entirely absurd.

Myrmidons.

The inhabitants of the coast between Benguela and the parallel of 20°. south, where, according to Mr. Barrow, commences the *Kaffer* country, are entirely unknown. The *Kaffers* occupy the western coast from the above parallel to Elizabeth Bay, which separates them from the Hottentots.

Kaffers.

Kaffers. tentots. In their persons, the Kaffers are tall, well made, and robust: their countenance differs entirely from that of the negro, having a considerable Arabic cast, and still more nearly resembling that of the Abyssinian, whence it has been supposed that they are not the aborigines of this country, but probably the descendants of some wandering *Bedouin* tribes.

In their moral character the Kaffers are distinguished by an openness of manner, free from embarrassment or suspicion, and in their relations with strangers are good-humoured, benevolent, and hospitable. On the women devolves the greater part of the domestic drudgery, as well as the field labour, the men only preparing the leather for their shoes, sewing the skins that serve them as clothing, attending the cattle in the fields, milking the cows, and hunting the antelope with the *hassegay*, a weapon also used in battle. Milk in a curdled state is the principal food of the Kaffers, to which they add, roots, berries, and other vegetables, of spontaneous growth, and some tribes also cultivate a species of *holcus* for food. They rarely kill their cattle, except on solemn occasions, and they possess no other domestic animals, having neither sheep, goats, hogs, or poultry. Their huts are tent shaped, the frames of laths of wood, plastered inside and out with cows' dung and clay; they tattoo their skin, and wear their hair frizzled. Though not known to have any religious ceremonies, they have an exalted idea of a supreme power, believe in a future

state

state of retribution, and think that the world is eternal; they have also much faith in sorcery, and practice circumcision, but not as a religious rite. The Kaffers are governed by hereditary chiefs, whose power consists in their being considered the fathers of their people, than whom they are often less rich, for, receiving no subsidies, and being permitted to have as many wives as they please, their finances are not always equal to their expenses. The Kaffers are succeeded by the Hottentots, of whom we shall speak in the account of the territory of the Cape of Good Hope.

Kaffers.

OF THE

RISE AND PROGRESS

OF THE

EUROPEAN ESTABLISHMENTS AND COMMERCE

ON THE

SOUTH-WEST COAST OF AFRICA.

The knowledge possessed by the ancients of the west coast of Africa did not extend beyond Cape Roxo, on the coast of Senegambia; and though some of their expeditions to this coast were for the express purpose of founding colonies, the relations of them which have reached us are so superficial, vague, and absurdly marvellous, that it is impossible to form from them any idea of the then state of these countries.

Of

Of the nations of modern Europe, the French lay claim to the honour of having first visited these coasts; for, according to their historians, the merchants of Dieppe and Rouen traded to them so early as the beginning of the fourteenth century, and formed several establishments between the Senegal and the Bay of Benin.* The civil wars which convulsed France towards the end of the same century, and in which the Normans took an active part, put a stop to their expeditions to Africa, and the establishments being neglected or abandoned, not a trace of them remained on the arrival of the Portuguese on these coasts in the middle of the fifteenth century.

The first voyages of the Portuguese were but predatory excursions against the Moors, to which succeeded a commerce of exchange; and finally the court of Portugal deeming it for its temporal interest to annex these new-discovered countries to its dominion, as well as for the glory of God to convert the Pagan natives to the true religion, a bull was obtained from Pope Martin V. (1432), which granted to Portugal the sovereignty of the countries of the infidels, on condition of converting them, and accorded plenary indulgences for the souls of all those who should perish in these pious expeditions. It does not, however, appear that

* Two of these establishments on the Grain Coast were named *le Grand* and *le Petit Paris*; and St. George de la Mine, on the Gold Coast, is said to have received this name from the French, who built a fort here in 1382.

that the Portuguese took immediate advantage of this liberal donation; for the first of their establishments of which we have historical records, is that of El-Mina, founded in 1481; and three years after we find them taking formal possession of the country, by erecting a cross and pillar, with an inscription, on the banks of the river Zaire, and at the same time the King of Portugal added to his titles, that of *Lord of the Kingdom of Guinea and of the Coast of Africa.*

The monopoly of the trade of these coasts was enjoyed by Portugal until its subjection to the crown of Spain, when the Portuguese were driven from all their settlements by the Dutch; and although they again recovered them with their independence, they now found formidable concurrents in the Dutch, English, and French. By a treaty with the first, they entirely relinquished the right of trading between Cape Palmas and the Volta, in return for the restoration of the town of Fernambuco, taken by the Dutch in 1630. They have also abandoned all their establishments from Cape Spartel to the Cassemança, but still claim the exclusive trade from that river to the Rio Nunez, between which they have many settlements. The principal trade of the Portuguese, on this part of the coast, is, however, with foreigners, who anchor here on pretence of wanting provisions. Their chief settlement is Cachao, on the river St. Domingo, where three or four ships arrive annually from Lisbon and the Cape Verd Islands, and take off 1,500 to 2,000 slaves, 150 to

200,000lbs.

Portuguese. 200,000lbs. of wax, 50 to 60,000lbs. of ivory, some hides, and a little gold. The Portuguese are also numerous on the banks of the Sierra Leona and Mesurado, but their chief settlements and trade are to the south of Angola, from whence they supply Brazil with about 8,000 slaves annually.

The Portuguese settlements in Africa are perfect colonies, and their inhabitants are, almost without exception, a mongrel breed, and many of them perfect negroes in appearance. Those few who are addicted to commerce acquire a comfortable independence; but the far greater number are lazy, poor, thievish, debauched, proud, and superstitious. They are extremely jealous of their women, those who are called *white* being never permitted to stir out in the day, not even to mass; and those of colour, who enjoy more liberty, cannot appear abroad but envelopped, so as to leave one eye only visible. An African Portuguese considers it an insult to inquire after the health of his wife. The dress of the men is a cloak, shirt, hat, a long sword, and a dagger, with a chaplet of beads round the neck. They have their churches and their priests; and their habitations, though like those of the negroes generally built of reeds, are larger, more solid, and more commodious.

After the lapse of a century and a half the French again appeared on the west coast of Africa (1579). At first private associations, unsupported by

by government, formed trading establishments; and in 1626 the merchants of Dieppe and Rouen sent a superintendant to the island of St. Louis. In 1664 these same merchants sold their establishments to the West-India Company for 150,000 livres. From this period until the revolution the trade was monopolised by successive companies, most of whom conducted it so improvidently, that it reduced them to bankruptcy, and they were obliged to sell their charters to new companies, who succeeded no better: thus in 1673 the sale was made for 75,000 livres; in 1683 for upwards of a million; in 1694 for 800,000; in 1709 for 240,000; in 1718 for 1,600,000. This last sale was made to the Mississipi Company, which now took the name of the East-India Company, at its termination in 1758. Its establishments were Arguin and Portendick *, on the coast of the desert; St. Louis and Podor, on the Senegal; Fort St. Peter and St. Joseph, in the kingdom of Galam; Goree and Joal; Albreda, on the Gambia; Bintam and Bissao Island. Commerce.

By the peace of 1783 the French were guaranteed the exclusive right of forming *permanent establishments* on the coast, from Cape Blanco to Cape Verd †, with the stipulation of the right of the English to *trade* between Portendick and the river St. John inclusive. The same treaty se-

* Portendick was purchased from the Moors by the Senegal Company, in 1717.

† The peninsula of Cape Verd was purchased by the French from the negro prince, in 1763.

Commerce. ceded to France the island of Goree, the *right of trading* between Cape Verd and the Gambia, and between the Gambia and Sierra Leone,* with the possession of the fort of Albreda, in the Gambia.

In 1784 the French established a military post on the Isle of Gambia in the river Sierra Leone, but which being totally neglected at home, was abandoned, in 1793, by the two or three Europeans who survived the rest of their companions carried off by disease. In 1786 a French mercantile house, with the authority of government, formed a commercial establishment on an island, called Borodo, in the river Formosa, of which a grant was procured from the native prince, and which had arrived at some consistence, when, in 1792, it was attacked by surprise, by three Liverpool ships, and totally destroyed. In 1791 the French African Company was suppressed by a decree of the National Convention.

The English, restrained by deference to the papal bulls which granted the sovereignty of Africa to the Portuguese, did not visit the west coast until after they had thrown off that deference in the middle of the sixteenth century. In 1556 an

* According to the opinion of publicists, the English, French, and Portuguese have a right to trade between the Gambia and Sierra Leone, with the restriction that the English are not entitled to form establishments except on the Bissagots, and thence to Sierra Leone.

an association of English merchants first sent a ship to the coast of Guinea to procure gold dust, ivory, and Guinea pepper; which answered so well that, from that year, a considerable free trade was carried on until 1588, when Queen Elizabeth granted to a company the monopoly of the commerce between the Senegal and Gambia, a privilege which it continued to exercise till 1661, when it received a formal charter from Charles II. with the title of the Royal African Company; its exclusive privilege being at the same time extended from Cape Blanco, in the Bay of Arguin, to the Cape of Good Hope; and in six years after it received the full sovereignty of the whole coast, from Sallee to the latter cape, saving those parts already occupied by other European nations, on the condition of presenting his majesty, and his successors, with two elephants, whenever he or they thought proper to visit the coast of Africa. The losses this company sustained by its wars with the Portuguese and Dutch obliged it to sell its privilege and establishments, in 1672, for £34,000 to a new company. Commerce.

This new African Company being protected by government, its affairs continued to prosper, and it increased the number of establishments until 1695, when the people began to murmur at exclusive charters, as contrary to their rights, and detrimental to the country; which, in 1697, produced an act of parliament, making the African trade free for thirteen years, leaving, however, the

Commerce.

company in the possession of the establishments, the support of which was provided for by a duty of ten per cent. on the imports from the coast of Africa (slaves, gold and silver excepted). At the expiration of the thirteen years, no further provision being made, private merchants continued to carry it on as before, and even the ten per cent. for the support of the establishments ceased to be levied, and in 1730 parliament voted £10,000 per annum to the company in lieu; but the latter, not deeming this a sufficient sum, petitioned several times until 1751, when the parliament revoked the charter, paying the company £112,142 as a full compensation for the forts and other establishments. A free company was now established, under the control of the Board of Trade, each member of the company trading with his own stock, and on his own account; and an annual sum was continued for the support of the forts, &c.* This company still exists, and appoints the officers at home and abroad.

Between the peace of 1763 and the war of the revolution, England sent yearly to the west coast of Africa about 200 ships, or 23,000 tons, in which were employed 8,000 seamen. Of these Liverpool sent one half, and Bristol and London the other.

The English establishments are, James' Fort, and several factories on the Gambia: on the Gold Coast,

Apollonia,

* In 1814, £25,000 was granted for this purpose.

Apollonia,
Discove,
Succondee,
Commenda,
Animaboo,
Tamtumquerry,
Winnebah,
Akra (Fort James),
Whidah Factory.

The Dutch first visited the coast of Africa in 1595; and in 1617 purchased the Island of Goree from the native prince. In 1624 they built Cape Corso, or Coast Castle; in 1637 dispossessed the Portuguese of St. George d'Elmina; and in 1644 took Axim from them. The trade was successively vested in companies and made free, until the war of the revolution, when it was in the hands of the West India Company.

The establishments were all on the Gold Coast:
Axim (Fort St. Anthony),
Fort Hollandia,*
Botro (Fort Batenstein),
Tacorary,
Sucondee (Fort Orange),
Chama (Fort St. Sebastian),†
Little Commenda (Fort Vedrenborg,
St. George d'Elmina,
St. Yago, or Conradsborg,
Mauree (Fort Nassau),

* Founded by the Brandenburgers (Prussians), by the name of Fredericksborg, but abandoned in 1720; as well as another fort at Acoda, and a factory on this coast, which belonged to an African company founded at Embden.

† Built by the Portuguese.

Coromantyn (Fort Amsterdam),*
Apam (Fort Leydsaambeyd),
Bercoe,
Acra (Fort Crevecœur).

The Danes first appeared on the west coast of Africa in 1650; and, as we have already observed, claim a territory on this coast, through which runs the river Volta.

Their establishments are,

Acra (Fort Christansborg), on the Gold Coast;

Fort Fredensborg,
Fort Kongstein,
Fort Prindstein,
} On the Slave Coast.

Besides several factories dispersed on the coast as far as Popo.

Spain has neither settlements nor commerce on the west coast of Africa; for though the islands of Fernando Po and Anabona were ceded to her by Portugal in 1788, in order to the carrying on a direct slave trade, she has never taken efficient possession of them. After the ceasing of the Assiento act,(8) the exclusive privilege of supplying slaves to the Spanish colonies was granted to an English merchant, who held it only till 1752, when the island of Porto Rico was made free to the slave ships of all nations, on payment of

* Taken from the English by De Ruyter in 1665.

of nine pounds duty per slave. In 1765 an association of Cadiz merchants undertook to supply the colonies with negroes, but soon gave up the speculation. In 1789 the importation of slaves, by all nations, was permitted into St. Domingo, Porto Rico, Porto Cavallo, and the Havannah, for two years only; and only in vessels under 300 tons, and two-thirds of the slaves to be males: at the same time a bounty of seventeen shillings was accorded for every slave imported by Spaniards. These permissions and encouragements had, however, so little effect, that until the abolition of the slave trade in England, the Spanish colonies received four-fifths of their slaves from the English, according to the previous demands of the Spanish planters to the merchants of London, Bristol, and Liverpool engaged in this trade. Commerce.

The articles of trade carried by Europeans to the coasts of Africa, in general, are, iron in bars, iron tools, sabres, clasp knives, fire arms, and other objects in iron of the commonest kind; block tin, copper basons, common glass ware and looking glasses; glass, coral, and amber beads; powder, balls, small shot, and gun-flints; sugar, coffee, spices, tobacco, and pipes; salt, spirits,* wine, cowries,† paper; India cottons of various

 qualities,

* The negroes being passionately fond of spirits the consumption is very great. In 1786, Liverpool alone exported 370,000 gallons.

† Cowries, small shells, are used on the coast of Guinea, both in the dress of the negroes and as money.

Commerce. qualities, imported by the East India Companies of the various nations for this trade; and, chiefly as presents for their chiefs, some broad cloth, particularly scarlet, silks, silk parasols, silver chains, laced cocked hats, gold-headed canes, &c.

The French, as has been already noticed, are entitled to the exclusive trade, and to the privilege of erecting settlements between Cape Blanc and the Gambia, with the exception to the English, of permission to trade for gum alone, between St. John's river and Portendick. The fort of Albreda was also guaranteed to France by the same treaty, with the express limitation of only trading with the interior; the commerce by the river being secured to the English.

The productions of Senegal for commerce are, gum senega,(T) ivory, gold dust, ostrich feathers, some wax, hides, and some slaves. The quantity of gum senega imported into Europe is about two millions of pounds per annum, but varies greatly according to the state of peace or war between the Moorish tribes, and between them and the negroes on the banks of the Senegal, as well as from the difference of the harvests, produced by the degree of humidity of the atmosphere at the time the trees exude. In 1786 the French exported only 358,800 lbs; in 1789 upwards of a million. In 1793 only 172,000 lbs; and in 1799, again more than a million. The English generally take off about half a million, and another half million is supposed to be exported without being accounted for. In 1784, the other exports from

Senegal

Senegal were, ivory 6,012 lbs, gold 531 gross, and 1,071 slaves. The gum is purchased on the spot for about six pence or seven pence the pound; the ivory for about sixteen pence; the gold for eight shillings the gross; and the slaves for about eighteen pounds per head. The unity of exchange in Senegal is the Bar,* being the estimated value of a bar of iron, weighing about fifteen pounds. It is calculated at four shillings sterling; therefore ninety bars is the general average price of a slave. Commerce.

The objects procured in the Gambia, and on the coast from thence to Sierra Leone, are a great quantity of wax, collected in the woods by the negroes, ivory, gold dust, and slaves: the latter are purchased for about sixteen pounds a head. There are many English trading places on the river Pongo. On the Grain and Tooth coasts the trade is entirely carried on on board ship.

The extent of the trade from Cape Verd to Cape Palmas, previous to the abolition of the slave trade, was as follows:—

	Slaves.	*Ivory.* Tons.	*Cain-Wood.* Tons.	*Rice.* Tons.	*Bees' Wax.* Tons.	*Pepper.* Tons.	*Value.* £.
Goree and Gambia..	2,000	15	—	—	150	—	60,000
Rio Nunez.....	600	20	—	—	—	—	19,000
Rio Pongo.....	2,000	30	60	—	—	—	52,000
Sierra Leone.....	3,200	15	200	600	—	—	82,000
Sherbro' River.....	500	—	200	300	—	—	18,000
River Gallinas.....	1,200	—	80	—	—	—	26,000
Cape Mount to Cape Palmas.....	2,000	20	—	—	—	100	48,000
	11,500	100	540	1,100	150	100	305,000

These

* In general the negroes are unacquainted with specie as a circulating medium of commerce, but form to themselves an ideal standard, which differs in denomination, and fluctuates in value on different parts of the coast.

Commerce. These values are calculated at the average prices on the coast, *viz.*—Slaves £20 a head, ivory £350 a ton, cainwood £25 ditto, rice £10 ditto, wax £100 ditto, pepper £10 ditto. On these coasts the unity of exchange is the bar.

On the Gold coast the English, Dutch, and Danes carry on an extensive commerce, by means of their forts and factories, which are always stocked with articles of trade. The unity of exchange is the ounce of gold, valued at 66*s.* 8*d.* sterling. Cowries are more in use on this coast as money than on the others; a string of forty is a toque, five toques a gallina or price of a fowl, twenty gallinas a cabishe, and four cabishes or 16,000 cowries, half a gold ounce.

The English, French, Dutch, Danes, and Portuguese trade to the coast between the river Volta and Cape Lopez, or the Slave Coast, in its most extended sense; but the Portuguese are obliged to pay ten per cent. to the Dutch for this privilege, by the treaty already noticed. This tax is received at St. George d'Elmina. The Portuguese chiefly trade with the tobacco of Brasil, which is preferred by negroes to all other. On this coast the unity of exchange is the ounce; and trading vessels are obliged to pay large customs or presents to the king of Dahomey and other chief men. The coast of the Gobbi, south of Cape Lopez, has little other trade than the export of some logwood, elephants' teeth and hair, which latter is used for various purposes.

Before the revolution the French almost monopolized

polized the trade of the coast of Loango to Ambriz,* usually sending thirty vessels a year to the ports of Cabenda, Malemba, and Loango, which took off 12,000 slaves and a small quantity of ivory, elephants being rare on this coast, from its being more hilly, and with less underwood, and fewer rivers, than the coast of Guinea. The unity of exchange here is the *piece*, or arbitrary value of a piece of India calico, which is estimated at about 6*s*. 8*d*. Commerce.

The exclusive sovereignty and commerce of the coast south of Ambriz is claimed by the Portuguese, and generally acknowledged by all other nations. The jealous caution of the Portuguese, with respect to the gold and silver mines of Saint Paul, preventing foreigners from visiting this country, it is, consequently, very imperfectly known to us. Its exports are slaves, some iron, copper, lead, and gold.

Between Cape Negro and the territory of the Cape of Good Hope, the Europeans have neither establishments nor commerce: a few of the southern ports only being occasionally visited by whalers.

The

* In consequence of a dispute between France and Portugal, respecting this coast, a convention was signed at Paris in 1786, by which it was agreed, that France should enjoy the same trading privileges as the English and Dutch, on the coast south of the river Zaire; on which Portugal claimed the sole right of forming establishments.

The Slave Trade.

The Slave Trade.

The Portuguese have been generally but very unjustly accused of having given birth to the African Slave Trade; for it appears from the most authentic historical documents, that this traffic was known in Africa several centuries before the Portuguese discoveries. In the ninth century, we read in the "Travels of two Mahometans," that negro slaves were found in Arabia and India; and in the travels of Tudela, written in the twelfth century, it is said, that the Abyssinians made incursions into certain parts of Ethiopia for the purpose of carrying off slaves, which they sold in Egypt and other neighbouring countries: besides, the Moors of the Desart, in the time of the first Portuguese voyages, were in the habit of making the negroes slaves, as they do at this day. It seems, therefore, certain, that neither the Portuguese voyages, nor the discovery of America, gave rise to the traffic in human beings; but that the latter event increased it a million fold, admits no doubt.

Historians differ in the exact time when the Portuguese first made the capture or purchase of slaves a part of their enterprise to the coast of Africa.

According to some, Alonzo Gonzalez, in 1434, first seized some negroes on the coast of Guinea, and

and carried them to Portugal; while others assert, that the first negroes were seen in that country in 1442, and were procured from the Moors of the Desart, in exchange for some of their own people made prisoners by the Portuguese. So rapid was the depopulation of the first colonies settled by the Spaniards in the New World, that in 1503, ten years only after its discovery, it was found necessary to look abroad for hands to cultivate the ground and work the mines, and from this epoch the African Slave Trade, which was hitherto only the piratical speculations of a few individuals, became a regular branch of commerce, authorized and protected by the various maritime governments of Europe; for though Spain first forbid the importation of negroes into the colonies, lest they should corrupt the Indians and lead them to revolt, this prohibition was of short duration, and in 1517 the traffic was formally sanctioned by Charles V., on the suggestion of Las Casas, the celebrated advocate for the American Indians, who, while he moved heaven and earth to procure freedom for his favourite race, felt no compunction in rivetting the chains of slavery on the equally innocent Africans. In consequence of this sanction thus procured, 4,000 African slaves were immediately imported into St. Domingo, Cuba, Jamaica, and Porto Rico.

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The English are entitled to the disgraceful celebrity of being the third nation of Europe that entered into a regular and systematic commerce

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merce in human flesh. Having no colonies to consume slaves, their first expeditions to the coast of Africa were for the purpose of procuring gold-dust, ivory, and Guinea pepper. They did not, however, long persevere in this legitimate traffic, for in 1554 it is related, that Captain Garnish kidnapped four negroes with the gold they brought to exchange, and conveyed them to England. This first act of outrage was followed by others, which being made known to Queen Elizabeth, she strictly prohibited the conveying away negroes from the coast without their own consent, under (according to the words of the prohibition) "severe penalties in this world, and certain divine punishment in the next." These orders had, however, so little effect, that Sir John Hawkins in 1562, jointly with some other speculators, fitted out three ships for the coast, and contrary to the express orders of the Queen to himself, procured a number of slaves, which he sold to the Spaniards in the West Indies. This speculation turned out so advantageous, that it was followed by others, in one of which the celebrated Drake had a part; and the Queen, doubtless misled by the false character given of the negroes, as an inferior race, destined by Providence to be the slaves of white men, towards the last years of her reign sanctioned the trade on which she had formerly invoked the vengeance of heaven.

The French had established colonies in the West Indies several years before their vessels visited the

the coasts of Africa for slaves, and this trade was first sanctioned by the pious Louis XIII., who was persuaded that reducing the negroes to slavery, was the only way of converting them to christianity. *The Slave Trade.*

The slave trade, after having continued to disgrace all the maritime nations of Europe possessed of colonies within the tropics, for near three centuries, has at length been abolished by most of these nations. Nevertheless, our readers will probably not be displeased with a short description of the manner it was carried on, and which indeed is a kind of necessary introduction to the account of its abolition.

The slaves procured by the Europeans were either prisoners taken in the wars between the negro tribes, often for the express purpose of making slaves, criminals condemned to be sold, or free-persons kidnapped either by the Europeans or by their own countrymen. On some parts of the coast, particularly Angola, the negro Princes claim the power of thus seizing every negro of inferior quality, and every proprietor of a village that of seizing his own vassals, on his own estate *only*, unless he has the consent of the owner of the estate on which the vassal is at the time.

The slave merchants also procure a number of slaves in this cheap manner, but chiefly confine themselves to negroes of the interior, who accompany them to the trading places in hopes of satisfying their curiosity, or procuring a glass or two of brandy. When a merchant takes it into his head

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head thus to seize a negro stranger, he points him out by a sign to the captain, who judges at a glance whether he is merchantable or not; if he accepts him, the merchant suddenly falls on the wretch, and, whatever may be his strength, he is soon mastered by numbers, and a chain is immediately locked round his neck. As by the first conventions between the negro princes and the Europeans the captains of ships were allowed the privilege of kidnapping within their fences, and the space between their magazines and the sea in a direct line is supposed to be *pro tempore* the property of the captain, he can thus convey the kidnapped slaves on board, without even the chiefs being able to interfere. The captains, instead of refusing with indignation to become accessary to these horrible violations of all rights, commonly encourage them, as a means of more speedily completing their cargoes at a less expense; for a kidnapped negro, costing nothing, is sold at a reduced price.

The negro slave merchants are of three classes. First, those who have a chain of correspondence between the coast and the interior. The slaves thus procured are passed on from merchant to merchant, and are often sold and bought four or five times before they reach the European market.

The second class are those who travel in the interior, to pick up such slaves as fall in their way. The third, those who ascend the rivers in canoes well armed, and with fifty to sixty men. Most of these merchants trade on their own account,

count, but those who are too poor become the agents or brokers of the Europeans, who advance them a certain quantity of goods, for which they leave some of their relatives as hostages. The Slave Trade.

The Europeans receive the slaves in different manners on the different parts of the coast. In the Senegal, Gambia, and Sierra Leone, the vessels run up to a secure anchorage, from whence they send their boats well armed to all the villages on their banks, firing muskets, or beating a drum, as a signal that they want to purchase slaves.

On the Grain coast, when a ship appears the merchants who have slaves to dispose of light fires, and the vessel sends her boats on shore and purchases the slaves immediately. This, however, is the most tedious way of procuring a cargo, for the merchants seldom bring more than half a dozen slaves for sale at a time, while on the Gold coast they bring whole troops to the beach.

There are different methods of bringing slaves to the markets. Sometimes the merchants drive thirty or forty of them before them, well fastened together with leather thongs, three or four feet long, round their necks, and each carries on his head a sack of corn, or an elephant's tooth, or, where water is expected not to be met with, they oblige them to carry a sufficiency in leather bags. Those who go on cheerfully are not tied, and live with the merchants as companions; those who shew any appearance of resistance have their arms tied so tightly behind their backs, as to stop the circulation, and are often two or three days before

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they regain the use of them. For those who are most refractory they have a still more secure method; they get a long branch of a tree, with a natural fork at the end like our haymakers' pitch-fork, just large enough to receive the neck, on which it is placed, and secured behind with an iron bolt; a merchant takes the end of the fork and walks before, the slave being obliged to follow, unless he chooses to be strangled, which is always in the merchant's power, by the purchase the length of the fork gives him, At night the end of the fork is fastened to a tree, and the wretch is as secure as in the closest prison.

When a slave is presented for sale, the surgeon, in the presence of the captain, surveys him; and no farrier or horse dealer ever more strictly examines a horse, not a single part of the human machine escaping his notice. The roguery of the slave traders indeed makes this strict examination necessary, for they have various means of disguising old and diseased slaves, and passing them off for young and healthy; but however necessary it may be, it is most disgusting to a person who has not lost all sense of delicacy, and is too often, especially with females, carried to a degree of unnecessary brutality.

If the slave on examination is found merchantable, the price is agreed on between the broker and the captain. The merchandize is delivered to the former, who delivers it to the merchant; and the latter, after strictly examining it to see it is not damaged, carries it off into the woods, or to the

the broker's habitation, to have a cabal and drink brandy. *The Slave Trade.*

The slaves who arrive at the markets in the evening are not shipped till next day, and the intervening night is generally past in tears, lamentations, and despair. The wretched slave, about to quit his country, his wife, his children for ever, sees in the unlimited ocean, which perhaps is now first known to him, an uncertain futurity, calculated only to excite terror. Many of them believe that they have only to expect to be devoured the moment they arrive at the ships, and even if a captain, more humane than usual, endeavours to tranquilize them, by caresses and good food, they conceive they are only thus taken care of to prevent their wasting, and to be better eating. The women are generally much more easily consoled than the men. There is in the sex an internal conviction that their lives are not in danger from the other; in the most cruel moment of a new-born slavery they forget not the power of their charms, and often the physical sentiment which usurps the name of love succeeds in calming their fears.

When the cargo is completed the drum is beat, to advertise the brokers to attend to receive their perquisites, and this business is seldom finished without a dispute. It often happens that a broker has immediate occasion for a greater advance in merchandize than a captain is willing to grant without security; in this case it is usual to give a hostage for the repayment, and this hostage is

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either the relation, the friend, or the vassal of the broker. If on the departure of the vessel the broker cannot repay the advance, and withdraw his hostage, or substitute another slave in his room, he inevitably makes a voyage to the West-Indies. In vain the broker supplicates, in vain he desires the captain to deduct the amount of his salary; the answer is ready: "either I don't owe you so much, or if I do I don't choose to return your hostage, by retaining his value in merchandize, for in that case I should have merchandize to carry away, but it is slaves not goods I want." The broker has no resource but to endeavour to borrow a slave from one of the captains whose cargo is not completed, and whom he exchanges for the hostage. This latter by this exchange is in the same predicament with the second captain as with the first, and he is thus probably transferred through half a dozen ships, before the broker is able to purchase a slave to redeem him finally; and it is not uncommon for hostages to die of the scurvy, by being thus long retained on board ship. At last the accounts are finally closed, and the ship sets sail; let us now accompany the wretched slave on his passage.

The between decks are formed into an apartment named the slave room, and here the slaves sleep on the bare planks, or, as a writer says, with no other bed than their fat. Air and light is admitted into this apartment by a hatchway on the upper deck, covered with a grating. On the forecastle is an apartment for the sick. It is the general

general custom to attach the strongest men, two and two, by a bar or chain fastened round the right leg of one and the left of the other, or else they are separately ironed; and in this case, when they are brought on deck, where they remain in fine weather from eight o'clock till four or five, a chain is rove through forty or fifty of their rings, one end of which is fixed to the deck, and the other fastened with a padlock. Each slave has his number engraved on a bit of lead, and a spoon hung on his neck; these, with the pipe, for they are allowed a small quantity of tobacco, constitute their whole dress and property. Their daily food consists of two meals of boiled beans, seasoned with salt and cayenne pepper, and this diet, all frugal as it is, with water only to drink, is said to be sufficient to keep them in health and flesh; sometimes they also give them a meal of rice or yams. To give them some employment, a large quantity of the leaves of the Brab palm are taken on board, with which they make hats and baskets for the seamen, and receive in return a morsel of biscuit or a drop of brandy. As a preventive of melancholy, and its attendant scurvy, they are obliged to dance and sing for a stated time twice a day. The Slave Trade.

Immediately on the arrival of a slave ship in the islands, the negroes are well washed and rubbed with oil of palma christi, to make them supple as well as to give their skins a glossy black, which is esteemed a sign of health and vigour as well as of beauty. These preparations finished

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the slaves are landed, and their sale is announced by the public criers. There are three manners of disposing of them, by private sale, by auction, and by lot. In the first the purchaser examines the naked slave as scrupulously as the surgeon did on the coast, and a stranger is often both astonished and disgusted at seeing a creole lady thus employed and calculating the numerous progeny the manly appearance of the negro promises. When there is not private sale sufficient for the cargo, the remaining negroes, and those who are sick or feeble, are sold by auction to the highest bidder, and the two latter are usually purchased by the surgeons or Jews on speculation, who afterwards make fortunes by their cure. The sale by lot is the most expeditious, but also the most cruel, as by it the nearest relations are often separated. The slaves are assembled in a large court, and the time of their sale is announced by the crier. When this moment arrives the gates are thrown open, the crowd of purchasers run in, some with their marks on a piece of cord which they tie round the arms of as many negroes as they can come at, while others endeavour to encircle as many as they can with a cord or handkerchiefs tied together. Each purchaser then separates the negroes he has thus taken possession of, and agrees with the captain for their price, or else this price is previously regulated, at so much a head, good and bad, and then it is a kind of lottery in which some gain valuable prizes and others almost blanks. As soon as the bargain is concluded the purchaser

purchaser takes away his slaves, and immediately brands them; the skin being first rubbed with oil and an oiled paper put over it, a silver instrument with the initials of the owner is heated and lightly applied on the paper, which produces a mark that never effaces.

The new negroes are mixed with the old ones, in order to acquire the knowledge of their duty; and the interest of the planter generally prevents them from being immediately put to hard labour, which would not only injure their health, generally weak, after the miseries of their passage, but would often produce despondency and suicide; hence they are gradually trained to labour, and when their daily task is finished, the rest of their time is their own. Some owners find it more profitable, and certainly it is more humane, to continue task work even after they are seasoned, while others oblige them to work from sun-rise to sun-set, with only an interval of repose from noon till two o'clock. The whole of Sunday is at their own disposal.

The food supplied the field negroes by their owners is confined to maize and a small quantity of salt-meat or herrings; but in general each is granted a small piece of ground to raise vegetables, and many also breed hogs and fowls, both for their own use and for sale.

The cruel corporeal punishment which the slaves too often suffer from the mere caprice of their inhuman owners is shocking to humanity.

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the wretch is laid on his belly on the ground, his arms and legs firmly attached to pickets in the form of a St. Andrew's cross. The executioner with a tremendous long whip, the lash of cow's hide, strikes him on the back: at every cut long pieces of flesh are taken out, and the blood streams from the wound, while the master superintends the punishment and urges the hand of the executioner.

Even pregnant women are not exempt from this cruel punishment; and it is asserted that in this case a cavity is formed in the ground to receive the victim's burthen.

It has been but too justly remarked, that the white creole females are more inexorably cruel to their slaves than the men. The unfortunate wretch who does not fly to obey their capricious orders, or who cannot divine their wishes by their gestures, instantly feels the lash of the whip wielded by a female fury. What particularly distinguishes the Creole from the European in the treatment of their slaves, is that the latter requires to be worked up to a passion before he commands punishment, while the former directs its infliction with the greatest composure, and without seeming to feel the least angry emotion. This cool-blooded inhumanity is the necessary consequence of imitation and neglected education. The young creole, habituated to the sight of cruelties, torments the slaves that surround him for mere amusement, until by constant habit,

cruelty

cruelty becomes a part of his nature, and he never considers, because he has never been taught, that a negro is his fellow creature.

In their loves alone do the negroes enjoy independence: and in this respect they are more free than their tyrants; their actions being unchecked by any of those customs or religious precepts which bind the latter, they unite, separate, reunite, again separate and change according to the impulse of passion, without either feeling remorse or shame. This passion also supports them under all the horrors of slavery, and the fatigue of the day is forgotten in the prospect of the night's enjoyment, or labour cheered by impromptu love songs. The negro's attention to his temporary mistress is extreme; the profits of his Sunday's labour, and all his other little savings, are expended to adorn her. If she lives at a distance, which is usually the case, when the toil of the day is over, he gaily trudges to her hut, and is back before the hour of returning labour. Although their masters usually encourage the connection between their own slaves, and to seek partners at home, they almost universally prefer the distant intrigue, which offers a continual variety of difficulties and interesting incidents, seeming forcibly to feel, that

> "Love, light as air, at sight of human ties,
> Spreads his light wings, and in a moment flies."

With respect to the female slaves, their owners never attempt to restrain or regulate their amours. In the towns, in particular, where they are obliged to be

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be at more expense in clothing them, they usually get rid of this burden by favouring their connection with Europeans. Even the mistress of the house often facilitates their meeting, and from the presents the slave receives she not only clothes herself but usually pays her owner a weekly stipend.

Nothing can be more ludicrous than the Sunday dress of a negro woman thus kept: it is usually composed of a gown of the most gaudy printed cotton, with a sweeping train, an Indian handkerchief folded round the head, white gloves, and rose-coloured shoes.*

In the middle of the last century 104,000 slaves were carried from Africa annually in the following proportions:

The English took off	60,000
French	24,000
Dutch	11,000
Portuguese	8,000
Danes	1,000
	104,000

By

* The above observations are, however, intended to describe the treatment of slaves in the English and French colonies. The situation of those in the Spanish colonies differ in many respects, the Spaniards being much more familiar with their slaves than any other nation. The Portuguese also treat their slaves with comparative humanity; and by a royal decree, the new negroes were to be immediately instructed in Christianity, and the term of their slavery was to be confined to ten years. The latter part of the decree has, however, never received its execution, and the compliance with the first part is confined to a ridiculous kind of baptism *en masse*.

By the accounts laid before parliament in 1788, the annual export was then reduced to 74,000, as follows:

The English took off	36,000
French	18,000
Portuguese	12,000
Dutch	4,000
Danes	2,000
Anglo-Americans	2,000
	74,000

The districts of Africa from whence these 74,000 slaves were taken, were

		Price per head.
From the Gambia	700	£16
Isles de Los, Rio Pongo, &c.	1,500	
Sierra Leone to Cape Monte	2,000	
Cape Monte to Cape Palmas	3,000	£15
Cape Palmas to Cape Apollonia	1,000	
Gold Coast	10,000	£18
Queta and Popo	1,000	
Whidah	4,500	£15
Ports Nova Epea and Bedagry	3,500	
Lagos and Benin	3,500	£14
Calebars and Cameron	21,500	£12
Gabon, Loango, Malemba and Benda	14,500	
Majumba, Amboin and Mitomba	1,000	
Congo and Benguela	7,000	
	74,000	

Of

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Of the 36,000 slaves taken off by the English 25,000 were conveyed to the British West Indies, of whom 15,000 were sold to the planters, and 10,000 exported to foreign colonies, whither was also conveyed direct from the coast of Africa the remaining 11,000.

The British slave trade employed from 100 to 170 ships, in the following proportion:

	London.	Bristol.	Liverpool.	Total.
1787	26	22	73	121
1798	8	3	143	164
1804	18	3	126	147

The supposed average loss on the passage to the West Indies, was one in twenty in the quickest passages, but in long ones the mortality was generally double; so that, in the latter case, thirty-four negroes were carried off, when, according to calculation, one only would have died in the ordinary course of nature.

One half of those landed in the colonies were calculated to die before the end of the third year, and not more than one in ten of the original number exported from Africa are supposed to propagate in the colonies.

The slave trade, as we have seen, had existed for two centuries, before it was discovered to be contrary to the principles of religion and the rights of man, as well as to sound policy. At length the sect of Quakers, whose first principle is the natural equality of all men, and whose doctrine is universal charity, first pleaded the cause of the suffering Africans in 1727, and not only pleaded for them, but

but in 1754 gave freedom to all those they possessed in the North American colonies. The Slave Trade.

John Woolman and Anthony Benezel, two of this sect, may be considered as the apostles of the liberty of the Negroes, both by their writings and example. The example set by the Quakers of North America roused the dormant feelings of the people of England: the slave trade became a subject of general conversation, and of general interest, and an association of several philanthropists was formed to urge, by every possible means, the abolition of this trade; at the head of which was Mr. Granville Sharp, the Las Casas of the negroes: this degraded race had at the same time found powerful advocates in France, in Montesquieu, Raynal and others. The press now teemed with pamphlets on both sides the question, and petitions and counter petitions were presented to parliament by the friends of the negroes, and by the persons interested in the continuation of the trade.

In consequence of these contradictory opinions, a committee of the privy council was appointed to inquire into the facts stated by both parties. An immense number of persons were examined, and in consequence of their evidence, Mr. Pitt, on the 9th of May 1786, moved in the House of Commons, for taking the circumstances of the slave trade into consideration, which was unanimously carried; and on the 21st of the same month the subject was discussed, and Sir William Dolben brought in a bill for the regulation of the trade, which was finally passed. By this bill various

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rious regulations respecting the health and treatment of slaves was prescribed, and the number of slaves in a ship was limitted according to her burden, allowing only one slave for every ton.

The eyes of the people of England now began to be opened to the impolicy of this traffic, of which the iniquity was also almost universally admitted, and the public voice at last obliged parliament, in 1806, to pass an act, prohibiting the British trade in slaves to foreign settlements, which reduced the export from Africa 20,000. In the same session a resolution passed the Commons, declaring the slave trade to be contrary to the principles of *justice*, *humanity*, and *sound policy*; and engaging themselves to institute measures for its total and universal abolition. The Lords concurring in these sentiments, an address was presented to his Majesty, praying him to use his influence with foreign powers for this abolition. In 1807 the friends of the abolition carried their grand object, in procuring the solemn abolition of the British slave trade by an act of the legislature.

At the same time that the friends of the negroes were exerting every means for the abolition of the slave trade, they also contemplated the future abolition of slavery itself, by the civilization of the Africans and the improvement of their country. On this idea an association was formed, under the direction of Messrs. Granville Sharp and Wilberforce, for the purpose of establishing an agricultural *free* colony

colony in Africa, and the society received a charter for thirty-one years. A large subscription being rapidly raised* and the Sierra Leone river fixed on as the place of establishment, in 1791 the society caused 1,000 Maroon negroes to be conveyed thither from Nova Scotia,† who were to act as servants to the white settlers for a limited period, and then to receive grants of lands in perpetuity. The form of government was a prototype of the British constitution, and the trial by jury was constituted the palladium of the liberty of the colonists. *The Slave Trade.*

The directors of this laudable establishment, however, in seeking after *theoretical* perfection, overlooked the *practicable* means of arriving at their end, and seem to have forgot, that the first object was to make themselves intimately acquainted with the dispositions of the people they proposed to civilize. This grand error, united to distracted councils and to the bad selection of the colonists, prevented the fruition of the high formed expectations of the projectors, added to which, in 1794, the colony was pillaged in the most wanton manner by a French squadron, and in 1800 an insurrection of the free blacks brought it to the verge of destruction; and though this storm was layed, by the fortunate arrival of troops, the colony has since languished out a kind of negative existence, from the continuance of the mistaken measures

* It closed in 1792, with the amount of £243,000.

† These negroes had been transported from St. Vincents.

The Sierra Leone. measures of the society, which by alienating the natives, has prevented their adopting any of the improvements in agriculture or the mechanic arts, which it was the intention of the society to introduce.

In 1792, a private society formed in London, for the purpose of civilizing the negroes by commerce and agriculture, formed a settlement on the island of Bulam one of the Bissagos, but from the bad selection of the colonists the attempt entirely failed. Of 275 persons, 189 returned to England in the ships that carried them out, disgusted with the difficulties they met or feared: the eighty-six that remained, with their persevering governor, Captain Beaver of the royal navy, were reduced by death and desertions to six, when the island was evacuated in October 1793.

On the abolition of the slave trade in 1807, another society for the improvement of Africa, and the abolition of slavery, was instituted in England, and took the name of the African Institution. Setting out on different principles from those of the Sierra Leone Company, this institution disclaimed all projects of a colonial or commercial nature, as well as all schemes of religious mission, confining itself entirely to the introduction of the arts of civilized life among the negroes, and to watching over the strict execution of the abolition laws; and for these purposes a subscription was opened.

In 1808, the institution sent out three African youths who had been educated in England, and were

were well fitted for instructing their countrymen, in several arts; and the governor of Sierra Leone received directions to assist them in the establishment of schools. A large quantity of cotton seed was also sent out, which was sown, and thrived so well that in 1809, 10,000 lbs. of cotton were sent to England, the produce of the island of Tassa, in the river of Sierra Leone; and in the same year a quantity of rice was exported to the West Indies from the same river.

Morocco.

Cape Spartel, the north-west point of Africa at the entrance of the Strait of Gibraltar, is a high promontory, with a rock off its extremity, which shelters a bay on the south of the Cape from northerly winds. From the Cape to Arzilla the coast is low and flat, with a sandy beach, and hills inland. In this space are Jeremie Bay, two leagues south of Cape Spartel. Almadronis Bay has good anchorage in twelve and thirteen fathoms, and sheltered from the north and east, but dangerous with south and west winds. Arzilla is on a small creek that only admits boats at high water, and before which are several rocks. It formerly was a Portuguese establishment, and has a large castle entirely in ruins. It is now only inhabited by about 1,000 Moors and Jews.

El Araiche (the flower-garden) on the Luccos, or El-Khos (winding), thought to be the ancient *Lixus*, was possessed by the Spaniards from 1610 to 1689

Morocco. when it was taken by the Moors. It still shews the vestiges of European superiority, the houses being well built, and the streets paved; it is defended by a fort and two batteries in tolerable order, and has 3,000 inhabitants. The mouth of the river is crossed by a bar, which admits only vessels of 100 tons, and which every day accumulates, as do all the other bars of the rivers on this coast; nevertheless El Araiche has the best port, and here the Morocco gallies are repaired.

Between El Araiche and Mamora, the coast is diversified by hills, vallies, forests, and lakes, some of which latter are eight to ten leagues in extent, and abound with water fowl and eels. The only inhabitants are a few poor fishermen.

Mamora, or Mehedumа, is at the mouth of the Sebou, the largest river of West Barbary, which has its rise in a piece of water at the foot of Atlas, and abounds in a delicate species of salmon, called *shebbel*. The entrance of the river is rendered difficult by shifting sands, between which the greatest depth at spring tides is fifteen feet. Mamora was successively possessed by the Portuguese and Spaniards, and was surrounded by walls now entirely ruined, the only defence being a battery on the beach. Forty Moorish families constitute its present inhabitants, who subsist by fishing for shads, which are very abundant from November to March.

Sla, or Sallee, six leagues south of Mamora, has 15,000 inhabitants, and includes two towns; the Old Town, or Sallee proper, being on the north

north bank of the river Burregreg, at the junction of the Wiaroo; and the new one, called Rabat, on the south bank. These towns were formerly independent, and were the rendezvous of the celebrated Sallee Rovers, but the Emperor of Morocco, Sidi Mahomet, subdued them and put an end to their piracy. The two towns are protected by an old castle mounting twenty guns, and by a redoubt at the mouth of the river; the entrance of this latter is but eighty yards broad, and has but five feet at low water, and fifteen to sixteen feet in the springs. Close to the old town is a building 160 feet high, named Hassan's Tower, of which only the four external walls are standing. On the north of Rabat is an ancient town walled round, thought to be one of those founded by the Carthaginians; it is considered by the Moors as sacred ground, and no Christian is permitted to enter it. Morocco.

From Sallee to Fedala the coast is generally level; between them is El-Mansoria, an old and ruined castle. Fedala island is about three miles long, one broad, and very low; on the south it is only separated from the main by a channel, said to be fordable at low water, though the tide rises in it seven and eight fathoms, while on the other parts of the coast the greatest rise is only from two and a half to three fathoms. Between the north end of the island and the main is a good road, on the main shore of which is the town of Fedala, consisting of a few wretched huts, surrounded by ruined fortifications.

Morocco.

Between Fedala and Cape Blanco are Azamore, or Derbeyda, formerly a Portuguese establishment, but now almost entirely deserted; it has a good road in all winds but N.W. Azamore, also anciently possessed by the Portuguese and abandoned in 1610, is at the mouth of the Omirabih (forty sources), or Morbeya; it is an insignificant place on a hill: the bar of the river only admits boats. On a bay, near it, are extensive ruins, now called Tet, supposed to be those of a city (*Titus*) founded by the Carthaginians.

Mazagan, built by the Portuguese in 1506, and named *Castella-Reale*, is called by the Moors *El-Bariga*, a corruption of *Barisha*, the name of a very high tower two leagues farther south; it is now almost entirely in ruins and desert. It has a little pier haven for small craft, but ships can only anchor in the bay two leagues off shore. The east point of this bay is Cape Azamore, from which a reef runs out a league.

Cape Blanco is a high steep white cliff, a league west of which is the barren island Duxaler.

El Voladia is a deserted town between Cape Blanco and Cape Cantin: it is on a creek, and near it is said to be a lagoon, which with little labour might be rendered capable of receiving a fleet. Cape Cantin slopes towards the sea: on its extremity are ruins, supposed to be those of Conte, mentioned by Leon Africanus; and south of it the Golden Bank, so named from its abundance of fish.

Asfie, or Saffee, abandoned by the Portuguese in

in 1641, is a town of 12,000 inhabitants, situated between two hills, which make it insufferably hot in summer, while in winter it is inundated by torrents from the mountains; it is surrounded by very high and thick walls, and before the building of Mogador had considerable trade. Morocco.

The river Tensift rises in Atlas and washes the imperial city of Morocco, at twenty leagues from the sea. This city is very differently described by travellers, Lempriere telling us, that it is a wretched assemblage of mud hovels, not containing above 20,000 inhabitants; while Jackson describes the houses as well built, but concealed behind high walls, with many temples and mosques, the imperial palace built of cut stone, ornamented with marble, and a population of 270,000 souls.

Mogador,* or *Suerah*, a new town built in 1760, has a handsome appearance from the sea, the houses being of stone, but like all Mahometan towns, the streets are very narrow; it is built on a desert and increasing spit of sand nearly surrounded by the sea, has no water but what is brought from half a mile distance, and for its vegetables it is obliged to send from four to twelve miles. The port is within a little island a mile in circuit, and a quarter of a mile from the main; it can only receive small vessels; several batteries in good order defend its entrance. It is

* Named from Sidi-Mogodool, an Arab saint.

Morocco. the emporium of the trade of Morocco, and has 10,000 inhabitants.

Cape Tefelneh is a low point, while Cape de Geer, *Aferrie* of the Moors,* farther south, descends rapidly from high hills. A reef runs off from it a considerable way, and north of it two leagues is the isle Varel. Tamara, an insignificant place on a hill: Teculet at the mouth of a river, has an old castle; Santa Cruz, *Aguadir* of the Moors, *Beb-Sandan* of the Arabs, formerly a good Portuguese town, at present contains only 300 inhabitants, in a few wretched huts; its road is one of the best on this coast, and abounds in fish, which are taken and sent into the interior baked.

Suse river, is one of the most considerable of Morocco, but almost run dry by the canals cut from it for irrigation; it would appear, that it was formerly navigable to Terodant, on whose castle walls are rings for vessels to make fast to. Seventeen leagues south of the Suze, Cape Agulon, or Agulah, terminates the territory of Morocco. This extent of coast is never visited by European ships, though the people of Suze are said to be well disposed to Europeans, and profitable mercantile speculations might be carried on here.

The foreign trade of Morocco is almost entirely centered in Mogador, from whence the exports were in 1804,

Almonds

* Geer is a native word, signifying "high wind," denoting the strong wind, which is usually experienced on the north side of the cape.

Morocco.

	lbs.	
Almonds	600,000	chiefly to Holland.
Gum Arabic	300,000	Holland and England.
—— senega	100,000	England.
—— sandarik	30,000	England and Holland.
Bees wax.....	200,000	Leghorn, Marseilles, Cadiz and Lisbon.
Olive oil.....	60,000	Holland and Lisbon.
Cow and calf skins	120,000	London, Leghorn, and Marseilles.
Wool	100,000	Holland and Marseilles.
Ostrich feathers...	500	London.
Elephants' teeth...	800	Holland.
Pomegranite peels	50,000	Ditto.
Dates.....	25,000	London and Lisbon.
Anniseed	6,000	Holland.
Gingence and fennil-seed...	2,500	Ditto.
Tallow	1,500	Teneriffe.
	dozens.	
Goat skins.....	130,000	England.

Besides gold dust, mats, carpets, mules, and minor articles; total value £128,000.

The imports in the same year (including £25,000 in Spanish dollars) amounted to £150,000 in ship timber, arms, ammunition, woolens, linens, cottons, lead, bar iron, hardware, tea, sugar, spices, trinkets, &c. &c.

Coast of the Desert.

On the Coast of the Desert from Cape Agulon to Cape Bojador there are but two roads proper for ships; the first before the river Akassa, which is

Cape of the Desert, navigable to Noon, the intermediate depot of trade between Mogador and Soudan, the objects of which are gold dust, gum and wax. Cape Nun, or Noon, extends far into the sea north of the Akaasa.

Cape Juby is the nearest point of Africa to the Canary Islands; to the south of it commences a ridge of hills, named by the Portuguese the Matas de St. Yago.

From Cape Bojador to the Angra dos Ruivas, or Gurnet's Bay, the coast is high with a conspicuous peak about midway. Cavalos Bay is bounded on the north by seven hummocks; it has a sandy beach which extends to Cape Laguedo, off which are many rocks. Rio del Oro, or Gold River, is an inlet nine leagues deep and three wide at the entrance, but decreasing in breadth till it ends in an insignificant rivulet; before its entrance is Hern Island and several shoals. To it succeeds the bay of Gonzales de Cintro, then that of St. Cyprian, a considerable indentation, which receives a large river. St. Ann's Bay, ten leagues south of Cape Barbas, has good anchorage; its south point is Cape Corvoeiro.

The Bay of Arguin is a large gulf, of which Cape Blanco is the north point. This cape is a round bluff headland, not easily distinguished, and surrounded by dangers; as is the whole gulf from numerous shoals and islands: and what renders it still more to be avoided is, that shipwreck is sure to be followed by a long and cruel captivity among the Moors. Eight leagues east of Cape Blanco

Blanco to Cape St. Ann; and between them a large bay, in which is French Island, and which receives several rivulets, but the tide flowing into them, renders the water unfit for use. Four leagues S.E. of Cape St. Anne is Point Saline, or Cape Vianne, and between them a second bay; near the shore of which are several salt-pans, now abandoned by Europeans. Off Cape Saline is a small barren island, scarcely distinguished from the main land. Six leagues S.E. of Point Saline is Point Hoff, and between them the coast forms a third bay, in which is the isle of Arguin, a league from the main, one league and a half long north and south, and a league broad. Off its west side are two barren islets: vessels drawing sixteen feet may anchor within it. This island is only valuable to any European nation from the facility it affords of sharing in the gum trade. On this account it has been successively occupied by the Portuguese, Dutch, English, and French. The Portuguese first formed an establishment on it in 1455, and retained it till 1633, when the Dutch took it, and in their turn lost it to the English in 1665, but retook it the next year. The French got possession of it in 1678, and destroyed the fortifications constructed by the Portuguese and Dutch. In 1685 the latter retook it under the Prussian flag, and again fortified it; but in 1721 it was taken from them by the French African Company, and the following year retaken by the Dutch and Moors, but lost again to the French in 1724, who, in 1727, destroyed the fortifications,

and

and transferred the commerce of gum to the settlements in the Senegal. The other islands in the gulf are named Medina and Rat, both south of Arguin. All these islands, and the banks round them, are frequented by green turtle. (t)

Senegalia. St. John's River, thought to be a branch of the Senegal, empties itself south of the Bay of Arguin, Cape Mirick being its south point. Its banks are fertile, and on the right are abundance of gum trees. It is navigable for large boats thirty leagues. Before its mouth are the islands Arserina, Sarne, Tider, Ides, Grin, and Gonzana. Small vessels may pass within all these islands, but the proper channel into the river is between Tider and Cape Mirick. Tindel, or Tanit Bay, south of St. John's River, has some banks before it, leaving only one channel at the north extremity of the bay, which is also entirely exposed.

Portendick, called by the Moors *Marza Gioura*, and in the old charts *Port Addy*, is a great trading place for gum. It has only a road between two banks of sand and breakers, on which the greatest depth is two fathoms; and the channel between them is only seventy to eighty fathoms wide, but has a depth of six and eight fathoms. In the north bank is also a swash, with five fathoms. The anchorage within the banks is in six fathoms, but it is very dangerous the greater part of the year. Portendick has always followed the fortunes of Arguin, being successively in the hands

hands of the same nations. In 1727 the French levelled its fort built by the Dutch. Senegambia.

Little Portendick, or *Gamar*, is nine leagues further south; small vessels only can anchor in a cove before it. The Marigot* de Maringouins is a branch of the Senegal, ten leagues south of Little Portendick, and twenty north of the bar of Senegal.

The SENEGAL, one of the principal rivers of Africa, which was long confounded with the Niger, has its source in a ridge of mountains, in about latitude 11° N. and longitude 10° W.; its course is 1,000 miles. It overflows in September and October, and when it again returns to its bed, leaves all the low grounds covered with stagnant water, the exhalations from which is one of the chief causes of the unhealthiness of the climate. The mouth of the river is crossed by a bar of sand, through which are two channels, named the great and little passes. The former, though its breadth and direction often vary, is usually 100 fathoms wide, and from nine to thirteen feet deep, but on account of the swell on it, vessels of eight feet only can pass it with safety, and even the smallest craft requires a pilot, who visits the pass every day; its length is about a mile and a half, and when within it the water becomes perfectly smooth, and the depth increases to four and six fathoms. The little pass is only fit

* Marigot is the name given by the French to salt creeks; Maringouin is a Musquito.

Senegambia. fit for canoes. The most favourable time for entering the river is from April to June, when the winds blow from the south, and the water being low, there is little current setting out. The most dangerous time is from September to December, when strong easterly winds and a rapid current causes a heavy surf to break quite across the bar. The river is navigable at all seasons for small vessels to Podor, sixty leagues from the bar, and in the rainy season for vessels of 150 tons to Galam, 200 leagues farther. From the bar the direction of the river is to the north; the western, or right bank, which separates it from the sea, being a narrow strip of sand, only 100 fathoms broad, and devoid of all vegetation. Its extremity is named Barbary Point, from which the bar stretches across to the main. The east bank of the river for three leagues from the bar is level, and covered with palm trees. Here a chain of islands commences, formed by creeks; some of these islands are overflowed in the inundation of the river, while others are elevated above the rise, and are extremely fertile. Four leagues above the bar is the isle St. Louis, the principal establishment of the French in Senegal. It is about a mile and a half long, and no where more than three hundred yards broad; is flat, and without other vegetation than mangroves in the northern extremity, some scattered palms, and some kitchen vegetables raised in gardens. It has no fresh water, and that of the river being brackish from December to July, during this period the inhabi-

tants

tants are obliged either to send boats for the necessary supply above the reach of the tide, or to content themselves with what they can procure from holes dug in the sand on the shores of the island, but which loses little of its salt. Senegambia.

The establishment of St. Louis consists of a fort, an hospital, a church, about twenty brick houses, and the huts of the negroes. The fort is of an irregular form, consisting of walls of brick, with four round towers and some bastions; the magazines are within the fort. On the west side of the island is a battery of fourteen twenty-four pounders, which commands the strip of sand that separates the river from the sea; another battery of sixteen heavy guns on the south point of the island; a third on the north point of five guns, and a fourth a little north of the town of six eighteen pounders. The population of the island in 1801 was 10,000 persons, of whom 300 only were whites and free people of colour, the remainder being slaves. The garrison in time of war ought to consist of 600 Europeans, and of 400 in peace; but these numbers were never complete.

Ascending the Senegal, twenty-five leagues from St. Louis, is *L'Escale de Desert*, on the right bank, a considerable trading place for gum. A little higher up on the opposite bank is a creek, or natural canal, called Portuguese River, which communicates with a lake called *Panier Foulah*, into which the waters of the Senegal rush with great rapidity in the rainy season. Sixty leagues above

Senegambia. above St. Louis is the fort of *Podor* on the left bank, and on the opposite bank below Podor the establishment *Du Coq*, and above it the settlement named *Terrier Rouge*; 255 leagues above St. Louis on the left bank is *Galam*, to which the free people of colour of St. Louis and Goree make an annual voyage on the river, to purchase slaves. The boats, to the number of about forty, leave St. Louis in July, and do not arrive at Galam before October. A fair is held here the first fifteen days of November, where are exchanged European goods, for gold dust, ivory, bullocks' hides, slaves, rice, millet, and maize, the latter for the provisioning of Goree and St. Louis. When the waters of the river begin to fall the boats descend, and arrive at St. Louis in fifteen days. Besides the tedious ascent of the river, and the unhealthiness at this season, which is almost certain destruction to Europeans, the merchants are laid under heavy contributions by the chiefs on the banks. The journey to Galam by land, it is said, may be made in twenty-five days with ease, during eight months of the year; but the most favourable season is in April, when the strong north winds moderate the heat. The Senegal abounds with the crocodile and hippopotamus, and has also the manati.

About midway between the mouth of the Senegal and Cape Verd is Condamel River; and halfway between the latter and the same Cape is the Lake or Lagoon of Entan, the waters of which are brackish. It receives a river called Rio Doce (fresh

(fresh water), is full of both fresh and salt water fish, and frequented by aquatic birds. Sargentia.

Cape Verd, the west point of Africa, is the extremity of a peninsular promontory, and derives its name from the verdure that cloaths it, consisting chiefly of palm trees. Its soil is good and fertilized by little streams of fresh water. The north side of the peninsula forms the Bay of Yoff, in which it is extremely dangerous to be embayed, from the strong S.S.E. currents setting into it, and there being no anchorage, the depth close to the shore being 100 fathoms.

The promontory has three conspicuous points. The north, named Almadi Point, is low, with a ledge of breakers running out from it near two miles. Cape Verd Point is the next, and is about two miles south of Almadi Point; and the third is Cape Manoel, three leagues and a half S.E. of Cape Verd. About a league west of Cape Manoel are the Magdalen Islands, three in number, with a channel near a mile broad, and with five fathoms between them and the main. The northernmost and largest is covered with trees, and is pierced through at the south end. The second is a large rock whitened by the excrement of aquatic birds, and hence called Bird Island. Three leagues east of Cape Manoel is Cape Bernard, the coast between forming the Bay of Ben, which being completely sheltered by the island of Goree forms an excellent harbour in which ships may careen. Canne and Ambo are two creeks, one and a half and two leagues N.E. of Cape Bernard.

The

Senegambia.

The island of Goree, one mile and a half distant from Cape Manoel, to the east, is a barren elevated rock, not more than half a mile long north and south, and about 120 fathoms broad. Its shores are rocky and bordered by a beach of black pebbles, except a small sandy cove on the E.N.E. in which vessels of any size may anchor. The soil of the island is a reddish sand, without any spontaneous vegetation, but the inhabitants have formed kitchen gardens. The island has only one very small spring, scarcely sufficient to supply the government-house and hospital, and the inhabitants depend for this object either on the rain water preserved in cisterns, or procure it from Ben and Blink on the main, two leagues distant, from whence the island is also supplied with fresh provisions, fruits, &c.

The climate of Goree is healthy, the atmosphere being refreshed by sea breezes. The establishment consists of a fort on an elevation near the north end of the island, and a small town on the east, the houses of which are well built of brick. Besides the garrison, the population is about 2,500 free people of colour and slaves.

Goree was bought by the Dutch from the chief of Cape Verd in 1617, and by them received this name, signifying good port. Its native name is Barsaguiche. In 1663 it was taken by the English, but retaken by the Dutch two years after. In 1667 it fell into the hands of the French who kept it till 1692, when it surrendered to the English, but was retaken the next year and remained

mained with France until 1759, when the English again took it, but restored it in 1763. In the American war it again was captured by the English, but restored in 1783; taken by the English in 1801, and restored at the peace of Amiens 1802; again taken by the English in 1803, retaken by the French the following year, and again by the English in 1805. Senegambia.

Ruffisco, on the main, three leagues E.N.E. of Goree, was formerly a French post depending on this island. It has a good road and a run of excellent water, from which its name is derived, by a corruption of *Rio-fresco*. Prolonging the coast to the south from Ruffisco, we meet in succession with the Marigot or Creek of Paris, and Portudal, formerly a French post dependent on Goree, from which it is distant nine leagues. Its road is open and bordered by a rocky shore. Between Portudal and Cape Serene (the north point of the Bay of Joal) is the bank of Amboru, so named after a village on the shore from which it is two leagues distant: the depth on it is nine feet, and four and five fathoms within it. Joal is an abandoned French post on a river or creek.

Bursalum River, supposed to be the northern branch of the Gambia, empties itself by six mouths between islands. The first of these mouths is named Palmera or Palmerin, in 14° north; the second, Salum, in 13° 52′; the third, Ballangamor, in 13° 40′; the fourth, Bellonte; the fifth, Banquiale; and sixth Guiamac; which last three fall into the

 mouth

Senegambia. mouth of the Gambia. Palmera and Salum have only depth at their mouths for small vessels; but above the islands the main river of Bursalum is deep enough to be navigated by the largest ships. The principal of these islands are Sangomar, Banlam, and Bellonte: they are for the most part fertile and cultivated.

The Gambia empties itself by a mouth three leagues wide, between the Birds' Island on the north and Cape St. Mary on the south. It has its source in the same ridge as the Senegal, and is navigable for vessels of 300 tons, sixty leagues; and for those of 150 tons, 250 leagues to Barraconda, to which distance the tide is felt in the dry season from December to June inclusive. From June to September the ascent is impossible from the rapidity of the current, and in these months it also overflows and inundates the low country on its banks, which latter are generally covered with mangroves. Its waters are at all times muddy. It abounds in fish, but is infested by crocodiles. The hippopotamus also inhabits it. The Europeans have not ascended the river beyond Barraconda, where it is crossed by a bank of rocks; above which it is said to loose itself in an extensive marshy lake covered with aquatic plants.

There are two channels into the river; the northernmost, or grand channel, is between the Birds' island and a bank named Banguion; it is two leagues wide with six and seven fathoms. The southern or little channel is between the same

bank

bank and Cape St. Mary, and has only eight or nine feet depth. Senegambia.

The navigation of the Gambia, as far as regards trading by the river, belonging exclusively to Great Britain, she has several establishments on it: of which the principal is James Fort, on an island ten leagues above the entrance; and to which the depth of the river is not less than five fathoms. The island is only 200 yards long and fifty broad: it was originally fortified by the English, but being taken by the French in 1688, they destroyed the works, and it has never been found necessary to restore them. The second establishment is Jillifree, on the right bank opposite James's Fort; it is in an healthy situation and the neigbouring country is extremely fertile. On the left or south bank of the river are Vintain, two leagues above Jillifree: Tancrowal, twelve leagues farther; Joukakonda, six days' navigation above Vintain. The French factory of Albreda is a league below Jillifree. The river Bintan empties itself into the Gambia on the left bank, a league above Fort James, and is navigable for large boats at all seasons to the village of Bintan, chiefly inhabited by African Portuguese, who are described as having good houses well furnished, and a neat church.

From the entrance of the Gambia to the south, are met in succession Cape Pelé, or Bald Head: four leagues south of Cape St. Mary, on its north side is the bay and bank of St. Anne, and off it a large reef of rocks. The rivers St. Pedro, St.

Portuguese. Anne, and Los Ostras (Oyster river), which are branches of the Cassamança, and the latter thought to be one of the branches of the Gambia; it is crossed by a bar that admits only small craft, though within there is depth for the largest ships. The Portuguese have several establishments on this river, of which the chief is Zinquincor on the south bank three leagues from its mouth. Cape Roxo, five leagues south of the entrance of Cassamança river, has its name from being formed of low red cliffs; it is the most prominent point of a large island.

The river St. Domingo empties itself eight leagues east of Cape Roxo, and its mouth is crossed by a bar that admits only vessels of eight or nine feet, but within the bar it is deep for several leagues. At its entrance is the insignificant Portuguese fort of Cacheo, and five leagues higher up on the south bank the town of the same name, the principal establishment of the Portuguese on these coasts. It consists of three long streets in the direction of the river, and some short ones intersecting them; the houses have only the ground floor but are large and commodious. It has a church and a convent of two or three Capuchins, under the spiritual jurisdiction of the Bishop of the Cape Verd islands. On the west of the town is a triangular fort with a bastion at each angle, two of which facing the land are joined by a curtain of masonry, and the third which faces the river is joined to the other two by palisades. The garrison usually consists of eight

or

or ten European officers, civil and military, and thirty soldiers, generally convicts from Portugal, sentenced to serve here for three years. Senegambia.

Between the rivers St. Domingo and Rio Grande, several branches empty themselves, forming three large islands, called Jatte, Bassis, and Bissao. Jatte, the westernmost, is ten leagues long and has three islets off its west end. Bassis, is separated from Jatte by the river St. Catherine, it is eleven leagues long, fertile, well watered, and has two good ports, but the inhabitants are described as treacherous and thievish. Bissao, the eastern and largest, rises gradually from the sea to a level hill in the centre. It is well watered, and abounds in cattle and fruit. The Portuguese have a settlement on the east end of the island with a fort mounting fifty guns and a garrison of 300 convict soldiers. Boin and Sorcerors islands are two small islands near the east side of Bissao.

Geba, or Geves river, empties itself into a great inlet of the sea east of Bissao island; it has a communication with the river St. Domingo, and all the branches that separate the islands, noticed in the last paragraph, seem to belong to one of these two rivers. The Geba has its name from a Portuguese settlement fifteen leagues from its mouth; it is navigable during the dry season from December to September for boats drawing four or five feet, fifty leagues, to which distance the tide is felt, and which runs up at times with such rapidity as to create a dangerous bore. In the

Senegambia. rainy season the current is so strong as to render the ascent impossible.

The Rio Grande de St. Pedro is a very considerable river whose source is unknown, but it is said to be navigable for ships twenty leagues, and for large boats about thirty-eight leagues further, here it is crossed by a ledge of rocks. Its course, it is pretended, has been followed by the Portuguese for 300 leagues.

Bissagos. Between Cape Roxo and the Rio Grande is the Archipelago of Bissagos, or Bijuga, composed of many islands on a bank of rock and sand, and separated from the islands Jatte, Bassis, and Bissao, by a channel from one to four leagues broad, and with eight to twelve fathoms, muddy bottom. These islands rise gradually from the shore towards the interior to the height of sixty feet, and are in part formed by the alluvion of the Rio Grande; they are extremely fertile, and among them are several excellent ports, but seldom visited by Europeans. Formosa (Green island) or Warang, the westernmost, is six leagues long east and west and three broad; it is fertile but uninhabited. Carache and Corbele are next eastward; to which succeeds Cazegat or Point island, six leagues long, two broad, inhabited, fertile, and well cultivated. It is surrounded by reefs, except at the S.W. and N.E. points, near which is good anchorage. Off its east end is the island Papaguya, or Parrot. The inhabitants of Cazegat are described

described as sociable and honest. Bulam, the best known of these islands, is opposite the entrance of the Rio Grande; it is about nine leagues long east and west and five broad. It rises gradually from the shores to some hills in the middle, which are covered with wood, and from which descend numerous streams. Horses, horned cattle, buffaloes, and goats, are found wild on it, as well as elephants, hyenas, deer, and wild hogs. When the English formed an establishment on this island in 1792, it was uninhabited; but the inhabitants of the neighbouring islands cultivated rice and millet on it. West of Bulam is Gallina island, so named from abounding in Guinea fowls, inhabited, fertile, and well cultivated. Arcas, or Bow island, north of Bulam, has no fresh water. Mantere island, south of Bulam, forms the south point of the entrance to the Rio Grande, and is only separated from the main by a narrow channel or creek. Kasnabac is one of the most considerable islands of the Archipelago; it is inhabited, cultivated and has good water. Off its north side are some Cays, called Hog islands. The other islands are Suoga, west of Kasnabac; Jambir, S.E. of the same; Cavale or Mare island; Mel, or Honey island. Poisson, or Fish island, is three leagues south of Mel, a reef of breakers extending quite between them. Poisson is also surrounded by banks, except off its west side, where is good anchorage in nine fathoms, a mile off shore. Alcatras is a small island surrounded by reefs: it is ten or Bissagos.

twelve leagues east of the Bissagos, and about W.N.W. of the river Nunez.

Nunez Tristao river, which is probably a branch of the Rio Grande, empties itself by a mouth of considerable breadth, but obstructed by banks, between which are channels with two or three fathoms depth. Its current is rapid. It is usually considered as the east limits of the territory claimed by the Portuguese. From this river the coast is lined by shoals, and by a chain of islands named Caxa, the point of one of which is Cape Verga.

Sierra Leone.

Between Cape Verga and the river of Sierra Leone the following rivers empty themselves in succession: Pongo *, Cacunga, Dembia, Dania, Sangoree, Quiap or Quoyaporte, Kissey or Bereira, Tanna or Sama, Moldcurry or Mailecoury, Great and Little Scarcies, on which are some English trading places. According to the latest maps these rivers seem to be branches of the Rio Grande and Sierra Leone. Opposite the Dania are the isles Los,† eight in number, of which four only are inhabited, the rest being rocks. The first, or William's Island, forms the south point of the entrance of Dania River, and is only separated from the main by a narrow creek: its western extremity is named Tumba, or Tombeau Point. The other

* This river is of considerable size, navigable forty miles from the sea, and has a great trade.

† A corruption of the name given them by the Portuguese discoverers, *Ilhas da los Idolos* (Isles of Idols). The native name is *Torotimah*.

other seven islands lay close together, and are separated from Tumba Point by a channel two miles wide: they are elevated, healthy, and agreeable. Tamara, the west and largest, rises gradually from the shores to an elevation that may be seen twelve leagues. It affords excellent timber, rice, millet, fruits, &c. Los, or Factory Island, on which the English have a small fort, is about a league long and 100 yards broad. It has some springs of excellent water, and on the east a creek, where small vessels may careen. Crawford Island, between Tamara and Los, is a league in circuit, affords only some small trees, but has a sandy cove, with good anchorage. On it are two English trading factories. Sierra Leone.

The four remaining islands are merely great rocks; their names are, White Island, from being whitened by the ordure of sea birds; Goat and Kid Islands. They all abound in the sea onion, or *squilly*.

Sierra Leone River is generally supposed to derive its name from the mountains in which it has its source abounding in lions; but it is now certain that these animals do not exist in this country. Its native name is Mitomba, and the French formerly called it Tagrin, from a promontory, which forms the south point of the entrance; and which by the English is called Cape Sierra Leone, and by the Portuguese Cape Ledo. This cape is low, and covered with trees, and three-fourths of a mile from it is a rock, called the Carpenter, covered at high water, but with a deep and safe channel between

Sierra Leone. between it and the Cape. Close to the south point of the river's mouth is Leopard Island, from which, towards Cape Sierra Leone, a large bank, called the Middle Ground, extends, leaving only a passage for small craft on the west. The ship channel is close past Cape Sierra Leone and along the south shore, and is about two miles broad, with twelve and fourteen fathoms, within a stone's throw of the shore. The breadth between Cape Sierra Leone and Leopard Island is seven miles, but contracts to three miles and a half about two leagues above these points; beyond this it again narrows to one mile, and six leagues higher is three miles. The tide flows up eleven leagues, but is very irregular during the rainy season. In the dry season the perpendicular rise is ten feet, and it runs five miles an hour. A considerable distance from the sea it is crossed by a grand cataract. The northern banks are low, and covered with impenetrable forests; while the southern ones present the romantic scenery of lofty hills.

Free Town, the philanthropic establishment on this river, is on the south shore, three miles within Cape Sierra Leone. It is situated on an elevation, which first rises abruptly from the water to the height of fifty feet; then amphitheatrically to the foot of a ridge of hills, three quarters of a mile from the bank of the river, and whose summits are 600 feet above the sea. The soil of this territory is an argillaceous earth mixed with sand and rocks; the hills are covered with lofty trees, and the vallies preserve a perpetual verdure. The water

water is better than on any other part of the coast, and two small streams run through Free Town, besides which it has several springs. Being free from swamps, the climate is healthy, except at the commencement of the rains in May and June, and even in these months it is incomparably better than most other parts of the coast. Sierra Leone.

The chief vegetables cultivated are rice and Indian corn, the sweet cassava or manioc, yams, together with almost all the fruits of the tropics. All the domestic animals and fowls of Europe are raised in abundance, as well as the Guinea fowl; the river abounds in fish, but is also infested by the alligator and shark; the loggerhead, hawks-bill, and green turtle, as well as the manati, are abundant. Among the reptiles are the guana and other species of lizards, with several varieties of snakes, amongst which is said to be the *boa constrictor*. The neighbouring mountains have leopards, hyenas, wild hogs, antelopes, squirrels, monkies, of which tribe is the *chimpanzee*, approaching the nearest to the human form, the civet cat, &c. The insects of warm climates are here very troublesome; such are the termites, or white ant, musquitos, sand-flies, cockroaches, &c.

Besides the colony of Free Town, the English have an establishment on the Isle of Bance, a barren rock, five leagues higher up the river, which was formerly for the purpose of procuring slaves. On the Isle of Tassa, below Bance, is a considerable cotton plantation.

In 1784 the French formed an establishment on

Sierra Leone. on Gambia Island, in the river Bunch, which falls into the Sierra Leone on the south shore.

West southerly, from Cape Sierra Leone, is the north extremity of St. Anne's Shoal, (in most charts called the Bassaw's or Bashaw's, a corruption of Baxos). It extends seventeen leagues to the S.E. in the direction of the coast, and at its south extremity are the Turtle Islands, which extend in a chain to the west point of Sherborough Island, or *Cape St. Anne*, before the mouth of Sherborough river. There is a channel on the north side of these islands with three and four fathoms. In sailing from Sierra Leone to the south, it is necessary to run to the S.W., out of sight of land, to keep outside of these shoals.

Bonja. Between the rivers Sierra Leone and Sherborough is Yawry Bay, into which falls the rivers Ajatto Punt, Kales, Gamboas, which is navigable for boats ten or twelve leagues. On the river Sherborough or Yattouka, near its mouth, the English have the settlement of Jenkin's Town, where large vessels anchor; but small ones run up to the junction of the Madra Bomba, where is the chief trading place. Off the river Kales is Banana Island, four miles long and two broad, fertile, with two small coves on the east; off its S.W. end are the Bengal rocks. Plantain or Brave Island is off Tassa point, four leagues west of Sherborough Island.

Between Sherborough and Mesurado rivers are the rivers Gallinas, Sugary, and Nun, all closed by bars against any thing but canoes. Cape Monte

Monte or Mount is formed of several hummocks, with low land on each side. West of the Cape is anchorage.* The river Mesurado, or *St. Paul* of the Portuguese, receives vessels of considerable size in the rainy season; and large ships may, at all times, anchor in its mouth in five or six fathoms. Cape Mesurado, the east point of the entrance, is nearly perpendicular on the west side, but sloping on the east coming from the north; it makes like an island. Grain Coast.

The Europeans have no establishments on the Grain Coast, nor is it much visited for the purposes of trade. The places most worthy of notice are, Junk River, sixteen leagues east of Cape Mesurado, St. John's river, eight leagues farther, Bissew, a large negro town, Young Sesters, or Sexter River, which is known by a high round inland mountain in the middle of low land, and by three rocks N.W. of its mouth; west of which is also a ledge of rocks and flat running off for two leagues. The east point of the river's mouth is named Cape Baxos, a low cape, from which a dangerous reef runs out two leagues; at the extremity of which is Palmas Island, or the Devil's Rock, without any passage within it. The current of the river is rapid, but vessels of burden can ascend it three leagues, and long-boats much farther. In the entrance is a rock left on the right hand by ships going in.

Sangwin

* Ships seldom touch here, except for provisions; which consist of goats, hogs, common and guinea fowls, pigeons, rice and fish, and fresh water.

Grain Coast. Sanguin river is only fit for boats. Swino Cape is known by three or four high rocks, two miles off shore, and opposite the negro village of Battow, half a league west of the cape; on the east side of which latter are also breakers. Swino river, three leagues east of the Cape, can only be entered by vessels of ten feet. Settera Krou, or Citrie, is a large negro village, and one of the chief trading places of the Grain Coast; it is known by a cape with three black points, off which are two great rocks, steep to; the largest, called the Swallow, and three leagues and a half off shore. A reef runs off from the west point of the river, near which is the village. Great Citrie is five leagues farther east: between them are several creeks, which may be entered by boats for wood and water. The country inland is very high, and has many round hummocks.

Great Sesters river, also called Little Paris, from a French establishment supposed to have existed here in the fourteenth century, was formerly a trading place for slaves, it is fifteen leagues west of Cape Palmas; nearly midway between them is the river Gorivay. Cape Palmas, the west point of the Gulf of Guinea, is easily distinguished, at first making like a mountain, and on approaching it, presenting three round hummocks, on the extremity of which are three very high palm trees, whence its name. Between Great Sesters and this Cape, the shore is lined with rocks; and a league from the Cape is a reef, in the channel within which the currents set with great

great violence to the east and on the Cape point, so that it should not be attempted. Grain Coast.

The west part of the Ivory Coast is not more frequented than the Grain Coast; the principal points are Cavally River, three leagues east of Cape Palmas. It has a wide mouth, which is only seen coming from the west, when it bears north. Here is a negro village in the middle of a thick wood, and before it five or six black rocks. Four leagues farther east is the village of Thabo, on a rivulet, a considerable trading place; east of which, in succession, are the villages of Dodo, Taffa, and Berbie; the coast behind them is mountainous and uneven. The river St. Andrew empties itself by a wide mouth, but crossed by a bar, which admits only long boats. It was formerly much frequented for ivory and provisions. A ridge of remarkable red cliffs begin here, and extend seven leagues to the east. From Cape Palmas to this river, the depth, within a league of the shore, is twenty-five to thirty fathoms, but opposite the tract of Red Cliffs the depth is much less, there being but ten to twelve fathoms two leagues off. Frisco River is midway between St. Andrew and Cape Le Hou; three leagues east of which latter is the river La Hou, which admits only canoes over a bad bar. Here the depth is forty-five fathoms a league off shore, and no ground at two leagues. The river Sueira de Costa empties itself between Cape Le Hou and Cape Three Points, by a large mouth, in the middle of a wood. Ivory Coast.

Nine leagues east of the Sueira de Costa river is

Gold Coast. is Assinee, a large negro village on a river. Here commences the European establishments on the Gold Coast; the first of which is Apollonia, an English fort, a league east of the cape of the same name. Here landing is only practicable in the native canoes, from the great surf, and the establishment is insignificant.

The River Ancober, or Snake, so named by the Portuguese from its serpentine course, empties itself west of Cape Three Points; it only admits boats over a bar, but within it is deep, and the banks for twenty leagues are covered with lofty trees. On the east bank is the Dutch fort of St. Antony, near the Negro town of Axim, which mounts twenty small guns. Above the fort the river is nearly closed by the island Arcas, leaving only a very narrow channel on each side. Landing is here easy, and the fresh water is good and easily got off; and it is considered one of the least unhealthy spots of the coast. The Prussian fort of Fredericksburg was three miles east of Ancober River, and a league west of Cape Three Points, on which latter the Prussians had also a fort, named Tracama. Cape Three Points is named from its three headlands, with intermediate sandy coves. A league east of the Cape is Acoda, or Aquida, a Dutch fort, to which succeeds the English fort of Dixcove, or Infumah, three leagues farther, and on a creek only capable of receiving canoes; the establishment is of little importance.

Botroe, or Boutry, a league east of Dixcove, is a Negro village under the walls of the Dutch fort of Battenstein, which is on a high hill near the banks

banks of the Antem, a pleasant river abounding with fish, but also infested by crocodiles. Three miles from the sea it has a picturesque fall. Tacorary, a fort successively possessed by the English, Dutch, Prussians, Swedes, and Danes, and latterly again by the Dutch. Half a league farther east, at Succundee, the English and Dutch have each a factory a musket-shot distance from each other: the cove on which they stand has the best anchorage on the Gold Coast. Gold Coast.

Three leagues east of Succundee is St. John's River, or *Bossum Pra* (Holy River) of the Negroes, who adore it as a divinity; it is known to have 100 miles course, and is thought to communicate with Ancober River, their mouths being sixteen miles asunder. On St. John's River is the fort of St. Sebastian of Chama, mounting twenty-one guns. Four leagues farther east, at Commenda or Akataké, the English and Dutch have each a factory and fort close to each other; the Dutch, named Vardenburg, is, or was, a square building, mounting thirty-two guns. Behind Commenda is a high mountain, seen twenty leagues at sea.

St. George de la Mine (sometimes called Delmina, and Elmina) is the principal establishment of the Dutch on the coast of Africa. It consists of a square castle, with a tower at each angle, and a doubled ditch on the land side. Towards the sea the landing is impossible from the rocks and surf, except in one spot, which is commanded by twenty 18-pounders. The whole mounts 100 pieces of cannon, and is built partly of stone

Gold Coast. found on the spot, and partly of bricks sent from Holland. The large Negro town of Oddenna, built of rock stone, is below the castle. Within gun-shot, east of St. George, is the river Benja; on a hill near which is the Dutch fort of Conradsburg, a quadrangular work with four bastions, which commands the fort of St. George.

Cape Coast Castle (*Cap Corse* of the French) is two leagues and a half east of St. George, and is the chief establishment of the English on the Gold Coast; it is built on a rock, named Taborough, projecting into the sea, and mounts thirty-eight pieces of cannon. Here are extensive magazines, and a number of small vessels are kept constantly trading on the coast to procure cargoes for the company's ships. Behind the castle is a large Negro village. Ships anchor in the roads in eight fathoms, under the protection of the guns.

Mauree or Fort Nassau of the Dutch, is two leagues east of Cape Coast, and considered next in consequence to St. George. Animaboo, one league farther, is an English Fort, and was formerly the chief trading place for slaves, there being seldom less than twenty English slave ships in the roads. Chamerpoint, or Fort Amsterdam, two leagues further east, is a Dutch factory, mounting twelve guns, three leagues from which is Anamboe, the only settlement the French possessed on the Gold Coast and which never arrived to any consequence. Here is here only practicable in the night season, and the nearest fresh water is a large

league distant. Tamtumquerry is an English factory, a league east of a point of the same name. Apam, a square Dutch fort, *Leydsaam Heyd*, and factory on an elevation near a creek. Winnebah (Sinpan of the French) has a small English fort on a river.* Between Apam and Winnebah is the highest mountain of the coast, called the Devil's Hill. Three leagues east of Winnebah is Barracoe or Bercoe, a Dutch factory; and about six leagues further is Acra, a large negro village, near which the English, Dutch, and Danes have each a fort. The English, named James's Fort, is the west. The Dutch, named Crèvecœur, is close to it on the east; and near a league further east is Christianborg, the chief establishment of the Danes on this coast, and which mounts 100 pieces of cannon.

To Acra succeeds Ningo Pikenenay, at four leagues distant; Tremini, or Temma, on Captain James's Bay, two leagues further; Puny, or Pompernay, at the same distance from Tremini, has two creeks for boats and good water; Prampram, an English factory, two leagues further east; Agrico, one league from Prampram; Ningo Grand or Fredensborg, two leagues east of Agrico, is a Danish fort newly constructed; eight leagues farther east is Baya, four leagues west of the mouth

* A traveller of the beginning of the last century describes it has having four bastions, "so large that a man may easily jump over them without a stick."

of the Volta, west of which is the Danish fort of Kongstein.

Slave Coast. The river Volta, which separates the Gold and Slave Coasts, empties itself with great rapidity by a wide mouth, but which is crossed by a bar, that in fine weather only can be passed by long boats. Its vicinity is correctly denoted by the discolouration of the sea water for a considerable distance, it being the only river that produces this effect from Sierra Leone hither; from which, as well as its overflowing its banks in November, a considerable time after the rainy season, which ceases in August, it is supposed to have a considerable length of course. It has many islands, most of which are overflowed in the inundations. From the west point of the river's mouth a reef of rocks stretches out some distance, over which the current of the river rushes like a cataract; while near the east shore the water is perfectly smooth. On the left bank of the river, close to the entrance, is the Danish fort of Prindstein, or Volta, and on an island in the river the factory of Adda, belonging to the same nation.

Cape Mondego is two leagues east of the Volta, and three leagues further is Cape St. Paul, low, with a spit of dry sand running out from it. Five leagues farther is the Danish fort of Queta, communicating with that of Volta by a lagoon. The coast between is low, and with few trees; as is the coast to the east, as far as the Little Popo, twelve leagues east of the Volta; and the same appear-

appearance continues to Whidah, ten leagues east of Little Popo. Midway between the two last is the Great Popo, a negro village; west of which a river called the Euphrates, supposed to be a branch of the Volta, empties itself. Slave Coast

Whidah (Judah of the French), also called Glegoy, is a large negro village, near which the French, English, and Portuguese have forts, a pistol-shot distance from each other. This part of the coast, as we have already noticed, is formed by a bank called the *Prée*, which separates the sea from a chain of marshy lagoons. Two of these lagoons, with an island between them, lie between the landing place on the Prée and the European factories, which are situated on the terra firma; the distance is near a league, and Europeans are obliged to be carried in hammocks by negroes. The French fort is the largest, and is on an elevation. It is an oblong square, with a tower mounting eight or ten guns at each angle. The upper parts of these towers to the embrasures are of clay, as are the curtains or enclosing walls, which unite the towers; the lower part of the latter are of brick; the whole is surrounded by a dry ditch without facing. Within the fort are considerable magazines, and before the entrance a large garden enclosed by mud walls.

The English fort is a perfect square, with a tower at each angle mounting six guns; the whole built of clay, and surrounded by a dry ditch. The Portuguese fort is nearly similar. Each fort has a spring of good water, but the

Slave Coast. difficulty of transporting it obliges ships to put up with what they can procure, by sinking casks in the Prée, but this water is very unwholesome. The coast is here so shoal that vessels are obliged to anchor in nine or ten fathoms two leagues off; landing is also very inconvenient, and often impracticable, from a sand-bank or bar which lines the shore at eighty yards distance, and on which the surf breaks with great fury, while between it and the beach the sea is comparatively smooth.

The kingdom of Ardra is east of Whidah. In this territory are Epea and Porto Nova; the latter is fifteen leagues east of Whidah and five leagues from the sea, the distance between being occupied by the Prée and by two lagoons, one of which is navigable for long boats a certain distance, and for canoes forty leagues to the north. Between Porto Novo and the river Benin are Bedagry and Ahoui, two trading places for slaves.

The river Formosa, or of Benin, supposed to be one of the branches of the Niger, is navigable for small craft ten leagues, to which distance the tide goes up. Eleven leagues west of this river is the river Primero, and between them a great number of others. Before the entrance of the Formosa is a great flat, on the east of which, and close to the east point of the river, is the channel. Ten leagues from the mouth of the Formosa the river of Benin proper empties itself on the right bank; this river may be ascended eighteen leagues, to the village of Agathon, by vessels drawing

drawing nine feet. Near this village the Dutch had an establishment, destroyed in about 1747.* Coast of Benin.

Between the river Formosa and the cape of the same name are the rivers Rogocam, Escravos, or Slaves' River, five leagues east of Formosa. It has but two fathoms in the entrance; from the south point of which a sand-bank runs out four leagues, with only three feet on some parts, and three fathoms where deepest, and the coast being very low, its outer edge is almost out of sight of land. Rio dos Forçados, or Galley Slaves' River, communicates with Rio dos Escravos, though their mouths are five leagues asunder. Wary, the residence of the negro chief of this territory, is five leagues up the Rio des Forçados. Twelve leagues farther is Ramos, or Boughs' River, and from the latter to Cape Formosa the shore is very low, covered with trees, and with several rivers.

Cape Formosa separates the gulfs of Benin and Biaffra; it is so low that the trees on it are the first objects seen, and the sea off it is so shoal, that a league from the shore there is only eight fathoms, and in fifteen fathoms a ship is out of sight of land. The bottom is a very soft mud, evidently carried out by the rivers to the east and west of the cape, all of which are thought to be branches of the Niger. Those to the east are the

 Nun,

* The town of Benin is inland from the banks of this river; it is on a plain, on which is not to be seen a single stone, surrounded by a deep ditch, and has the remains of an ancient mud wall. The population is considerable.

Coast of Benin. Nun, the first east of Cape Formosa, and seven leagues from it; it is closed by a bar even against boats; St. Barbara, or Mea; St. Nicholas; Bar-belamo; Sombrero; Rio Real, or New Calebar, before which is Fauko island, the highest land on this coast; Bonny River, a considerable slave trading place, St. Domingo, and Cross River. This latter has a very wide mouth, filled with shoals and islands. On the east it receives the rivers of Old Calebar and Rio del Rey, which terminates the long succession of rivers that fall into the gulf of Guinea on the north. The coast on the south of the Rio del Rey becomes extremely elevated.

Lower Guinea commences with the coast of Biaffra, being limited on the north by the Rio del Rey, ten leagues south of which is the high land of Camerons, or Ambozes, near whose southern extremity are the Amboaes islands, all elevated, and the eastern one said to rival the peak of Teneriffe in height; it has a good port and affords fresh water.

The river Jamour, or Camerons, empties itself by several mouths within the island of Fernando Po, and south of the Amboaes islands; the southernmost of these mouths is called Malumba River, off the south point of which is Buff Island, very low, and covered with high trees.* To the Camerons succeeds the Borea, five leagues S.E. of

* A species of blue branched coral is fished up from the rocks at the bottom, before the River Camerons.

of Buff Island; it can only be entered by boats. Five leagues farther is Porto Naó, or Pannavia, to which succeeds Rio Campo and the Rio St. Benito, the latter with a narrow entrance between two steep shores, but in which the depth is three or four fathoms. On the north point of the entrance is a hill called the Hay barn. Behind the river is a double ridge of high mountains, twelve or fifteen leagues from the shore, which latter is covered with wood. The river St. John empties itself into a large bay, between Cape St. John on the north and Cape Estivas on the south. Corisco, or Lightning Island, in the mouth of the river, midway between these capes, is low with barren and sandy shores, but the interior wooded; on the east side is said to be a bay, but ships seldom pass within it.

The river Gabon, of which the north point of the entrance is Cape St. Clara, is frequented by English trading vessels, to procure red sandal-wood. The chief trading places are Kings' and Perroquet, or Poppinjay, islands, five leagues above the river's mouth: the currents are very rapid off it. Between the Gabon and Cape Lopez is Nazareth River. Cape Lopez Gonzalves is a low point covered with trees, but steep; on its north side it forms the bay of Olebatta, in which is an island and bank, and which receives the river of Olebatta, usually called of Cape Lopez. The coast from hence to Angola is generally low, but free from danger outside of twenty fathoms.

The river St. Mexias is nine leagues south of Cape

Gabbi. Cape Lopez: a reef runs across from the south point of the entrance almost to mid-channel, leaving between the reef and north point a passage with three to five fathoms. Ten leagues south of Mexias is Cama River, and six leagues farther the river St. Catharine, where provisions may be procured from a negro village, but it is necessary to be guarded against the treachery of the negroes. From St. Catharine to Sette River, a distance of ten leagues, the coast is lined with rocks: in the mouth of the latter river the depth is three fathoms.

Loango. Mayumba, or Alvarez Martin's Bay, is three leagues wide between Cape Primero on the north, which makes in three saddle hills, and Cape Secondo, or Matooty, on the south, from which a reef runs out to the north one mile and a half; and off Cape Primero is a sunken rock with but two fathoms and seven fathoms all round. This bay affords good anchorage in four to seven fathoms. Ten leagues south of Mayumba is Cape Sellage, on the south side of which, and close to the main, is a small island, and two leagues farther south, and three leagues off shore, a reef of breakers. Kilonga River is sixteen leagues south of Cape Sellage, and is closed by a bar that admits only canoes; it is known by a hill on the north, with a knob on the summit: north of the river's mouth is a large lagoon. Seven leagues south of Kilongo, is Moutas river, crossed by a bar of sand and stones, on which the depth is two fathoms.

Loango Bay is surrounded by red cliffs. From its

its south point a reef, called the Indian Bar, runs nearly half way across the bay, but within it is good anchorage in four fathoms, three quarters of a mile from the shore. The surf, however, prevents landing, except in the canoes of the country. Within the beach is a lagoon, named Barachonas, which communicates with the sea through the beach, or rather in high surfs the waves beat over the beach; but when the sea outside is smooth, the beach remains dry, and the lagoon empties itself by filtration and evaporation: when half empty it may be passed on foot, but when full it is extremely dangerous. Loango.

Sixteen leagues south of Loango is Malemba, an open road, the approach to which is denoted by the high mountains of Cacongo, which rise behind a bay of the same name, into which falls a little river: the anchorage in this bay is bad. Malemba is a mountain, rising perpendicularly from the water to the height of seventy fathoms, and descending towards the land; before it is a bar of volcanic rocks, one mile and a half from the shore, which is sometimes dangerous to pass, but when within it, landing is perfectly commodious, in a little cove called Paradise, or Canoe Cove, and in another, named Sloops Cove, is the watering place; the latter is, however, beat by the surf, through which the casks are obliged to be swam, not without risk from the sharks. The anchorage is outside the bar, a league and half from the shore. The trading place is on the summit of the mountain, the ascent to which is through

Loango. through a ravine formed by the rains, and is difficult and surrounded by precipices, so that a false step may endanger life. Goats, hogs, and fruit, are abundant at Malemba, and a great slave trade was formerly carried on here by the French. A league and half to the S.E. is the lagoon of Loanguilly abounding with fresh water fish.

Cabenda, five leagues south of Malemba, is named the Paradise of the Coast, from its agreeable situation, and the facility of landing. It is known by a single sugar-loaf mountain, covered with wood. The south point of the bay is named Cabenda Hook, or Palm-tree Point: it is long, low, and covered with palm-trees, and shelters the bay on the south. The anchorage is within this point, in four fathoms, within two miles of the shore, the hook bearing S.S.W. and the sugar loaf E.S.E.: a small river falls into the bay, and receives boats at its mouth; half a mile above which the water is fresh, but is said to be unwholesome. There is also another watering place, a little south of the point of the hook on the side of the sea: the surf here renders watering difficult, but the water which issues from a spring is excellent. The tide never rises by the shore, more than one inch and a half. The bay abounds in fish, and has good places for hauling the seine.

Half way between Malemba and Cabenda is the little river Bela, off which are a line of banks of the same name, whose north extremity is a league and half south of the anchorage in Malemba. Their

Their approach is dangerous, as there is seven fathoms close alongside of them; hence vessels sailing from Malemba to the south are cautioned to keep off in twelve fathoms. On these banks are taken great quantities of fish.

The coast of CONGO commences at the river Zaire, which is more usually called the River of Congo, its native name is *Barbili;* it is of considerable size and extremely rapid, tearing away large pieces of the banks, and discolouring the sea for a considerable distance.* It is seldom visited by ships, and is consequently very little known. The south point of the entrance is called Monte Seca, or Dry Thicket Point, and also Point Padraon and Pillar Point, the latter from the pillar erected here by the Portuguese, in 1484. Congo.

Funta Bay is four miles wide at the entrance, but a reef runs off from the north point; it receives the river Lebunda, in the mouth of which is six to four fathoms. Couza river is four leagues south of Lebunda; and five leagues farther the river Ambriz, known by a mountain to the north, with a rock like a tower on the summit; it empties itself within a sand bank, which, though small, shelters the anchorage within it, where is space for a couple of ships in five fathoms. The land here is low, flat, and covered with wood. A league south of Ambriz is a rocky point, on which the sea breaks with great fury; and five leagues farther

* The current from the river sets very strong to the N.N.W. at the rate of three miles an hour. The north point of the river's mouth is foul.

Congo. farther is the river Mazula or Massaula, which has anchorage before its mouth in four fathoms. Between this river and Ambriz are seven hills, which first make like islands. Danda river, which separates Congo from Angolo Proper, admits vessels of 100 tons. It falls into Bengo bay.

Angola. The Portuguese enjoy the exclusive sovereignty and trade of the country south of the Danda. St. Paul de Loando, their chief settlement in Angola, is on the south shore of Bengo bay, and on an island ten leagues long, which with a peninsula of the main, forms a good port. The external part of the island is named Palmar, or Palmarin, from the palms that cover it.

The river Coanza, which separates Angola and Benguela, falls into Sleeper's Bay, between Cape Sombas on the north, and Cape Ledo, or the Merry Rock, on the south. It is navigable for small vessels [illegible] leagues.

Benguela. On the coast of Benguela, the only places of which we have [illegible] to collect any information are Cape St. Ives, which resembles Portland in the English Channel, Old Benguela, Cape Point Pedro, Port or Pillet Bay, has the Portuguese settlement of Nova Redondo, four leagues [illegible] Old Benguela. Port of St. Antonio, St. [illegible] the chief settlement of the Portuguese on this coast, is in a deep bay formed by [illegible] a peninsula: the entrance of which is [illegible] Point. [illegible] in the shape of a [illegible]

Cape

Cow Bay, of which the north point is Cape Sombrero, ten leagues south of Punta de Chapeo, receives the river St. Francis, and near the Cape is a salt pond. St. Mary's Bay of the Portuguese, or Biggins, and Klapmat's Bay of the Dutch, of which Cape St. Roque is the west point, is three leagues wide, bordered by a sandy beach, but has no fresh water. North of it are the three Friars large rocks. Sheep's Bay succeeds, and receives the Gubbaroro river, which terminates the coast of Benguela, though it appears the Portuguese lay claim to the country farther south. Between Gubbarora river and Cape Negro are, Village Bay, Rio dos Ramos, or Branched River, Tortugas or Turtle Bay, Little Fish Bay, of which Cape Euspe is the north point, and Cape Annunciation the south. Benguela.

Cape NEGRO is the extremity of a curved peninsula, forming, on its north side, a large bay, named latterly Port Alexander, and which appears to be a good harbour. Between this bay, which is in latitude 15° 52′, and 31°, there is said to be no fresh water on the coast. In this extent, however, several bays are marked in the charts; the first of which, Great Fish Bay, formed by a peninsula formerly called Tyger Island, from its supposed insularity, seems to be a good port. The river Bembarooge is five leagues north of this bay, and is half a mile wide at the entrance.

Between Fish Bay and Walwish Bay, the Portuguese have given names to the principal headlands

Cafraria. lands, as Cape Ruy Pirez, Cape Eris, Angra or Bay of St. Ambrosio, Cape Serra (Mountain Cape). Walwish Bay, visited by whalers, is three leagues wide and two deep, with good anchorage sheltered from all winds but north; and the bay being within the limits of the S.E. trade, north winds are very uncommon. It receives a river, and seven leagues west of it is a rock above water called the Alligator.

Sandwich Harbour is small, and with only two to three fathoms depth. Spencer's Bay has a greater depth, but being exposed to the north and beyond the limit of the trade wind, it is unsafe. Angra Pequena (Little Bay), or Santa Cruz, has several islands before it, which shelter it from all winds; the depths are three and a half, four, and five fathoms. Elizabeth Bay is formed by Possession Island, three miles from the main, which shelters it from west to S.W.; the depth is five fathoms. Here terminates the Kaffer country, to which succeeds the country of the Hottentots.

Cape Voltas is the south point of the entrance of the Orange or Giarep River; a large shoal runs off from it, and to the south are several islands called Ilheas secos (Dry Islands).

The islands of Fernando Po, Prince, St. Thomas, and Annobona, are situated in the Gulf of Guinea, and chiefly inhabited by negroes. Fernando Po, or properly *Fernand Pao*, named from the

the Portuguese navigator who discovered it in 1471, is ten leagues distant from the mouth of the River Cameroons. It is twenty leagues in circuit, high, well watered, and fertile in sugar-cane, rice, and fruits. It is seldom visited, and is said to be inhabited by a few savage negroes, to have great flocks of wild goats, and to be much frequented by seals. It nominally belongs to Spain.

Prince's Island is about twenty-seven leagues distant from Cape St. John, and derives its name from its revenues being assigned to the Prince Royal of Portugal. It was discovered in 1471. It is about thirty leagues in circuit, elevated, well watered, fruitful, and healthy. On the north side is a good harbour and town of 200 houses. The whole population is said to be 10,000, of whom very few are whites. There is a good watering-place in the east side, from a little stream which rushes down the mountain's side over a bed of pebbles. Bullocks, goats, and hogs are abundant. There are some islets and rocks round this island, particularly a high round rock off the west side, called the Dutchman's Cap.

St. Thomas's Island is forty leagues west of the river Gabon, is nearly round, and about thirty leagues in circuit. It is considered unhealthy, and has not above 8,000 inhabitants, chiefly in a little town on the N.E., before which is good anchorage; besides the refreshments it affords to vessels trading on the coast, it sends some sugar and ginger to Lisbon. There are some rocky islets on the north, south, and east sides.

Anno-Bona derives its name from having been discovered by the Portuguese, on new year's day 1526. It is forty-five leagues from Cape Lopez, is seven or eight leagues in circuit, rising in two high hills, whose summits are generally enveloped in clouds, and on one of them is said to be a lake of pure water. The island produces all the fruits of the tropics, together with excellent cotton, and abounds in domestic animals and poultry.

The climate is good, the atmosphere being purified by constant breezes. The inhabitants are negroes converted by the Portuguese to the Catholic faith. The island has been ceded to Spain, who, however, has not yet taken efficient possession of it. The best anchorage is on the N.E. side.

NOTES TO VOL. II.

(A)—Page 61.

As the great majority of our readers are probably unacquainted with the nature of the punishment of *keel-hauling* and *running the gauntlet*, we offer them the following explanation. Keel-hauling, which seems to have been originally invented by the Dutch, and has never been adopted by the English, is thus performed: the culprit is placed in a chair, to which is attached ropes rove through blocks at each mainyard arm, one of which is passed under the keel, and a weight sufficient to sink it with velocity is also fastened to the chair. When hoisted up to the yard arm, the rope is suddenly let go, or in the sea phrase, *by the run*, and as the culprit sinks, the rope at the opposite yard arm is hauled in, by which means he passes under the keel, and is pulled up on the opposite side of the ship from which he went down. In a line of battle ship he may be under water from a minute to a minute and a half, and the dip is repeated more or less according to the nature of the offence.

Running the gauntlet* appears to derive its name from the old chivalric custom of throwing down a glove or *gauntlet* as a general challenge, the challenger being bound to fight all those in succession who accepted the challenge.

The modern punishment is thus inflicted: the ship's company being drawn up in lines, along the decks, and each man provided with a nettle (two rope-yarns twisted, with a *single* knot

* *Courir la bouline* in French. We hazard the derivation without guaranteeing it; according to the *Encyclopedia*, the proper word is *gauntlope*.

at one end), the culprit is produced with his back naked, at the foremost end of the rank. The boatswain *sets him off* with half a dozen lashes of the cat o' nine tails, and each man as he passes whips him with his *nettle*; but as this would be a very trifling punishment was he allowed to make the best of his way, the *master at arms* precedes him, holding the point of a sword to his breast, so that he has only the alternative of being run through or marching at a very slow pace; the drum beating the *rogue's march* also precedes him. This punishment, though unauthorised by our naval code of discipline, has been very frequently inflicted by commanders of ships of war, for aggravated theft and other crimes; the fatal results of it, however, in several instances, where it has caused the death of the culprits, which by the law can only be considered as murder, ought to deter from this illegal stretch of power, particularly as our naval articles of war, and the legitimate customs of the service arising from them, give to commanders *quite sufficient* powers of punishment.

(B)—Page 125.

Scylla and Charybdis are described by Homer and other early poets as two great monsters, whose mouths were constantly open to devour the hapless navigator that came within their reach. Virgil, less poetical, believed Charybdis to be an abyss communicating with Tauromenium, thirty miles distant; and Strabo, adopting the same opinion, asserts that the wrecks of vessels, swallowed by the whirlpool, were at times regorged at Tauromenium.

There can be no doubt but that the danger of passing through the Strait of Messina was much greater, even in the time of the lower of the ancients, than at present, not only from the greater [illegible] of their vessels, but also, because it may be presumed that the strait was then narrower, and the rocks nearer the surface, and consequently the currents more impetuous and irregular than we now find them.

(C)—Page 213.

The Venetian navy was divided into two squadrons, the first under the [illegible] ground, formed of ships and galleys, and the second

second, *Armata suttile*, composed of gallies, and other vessels with oars. Both these squadrons were under the immediate command of a *providateur general* The *Armata grossa* in latter times consisted of six to eight third rates, three to five frigates, and as many xebecs. The officers were the *capitan del navi*, or vice-admiral, with a flag at the *main*; the *amirante*, or lieutenant-general, with a flag at the *fore*; and the *patrona*, or commodore, with a flag at the *mizen*. Each vessel was commanded by a noble Venetian, with the title of *governator di nave*, and in his absence the command devolved on the commanding officer of the troops serving on board, jointly with a naval officer, who had the title of *capitan*, and who navigated the vessel. The *Armata suttile*, from being the most antient, took precedence of the *Armata grossa*. It consisted latterly of six or eight galleasses, or gallies, as many galliots, and some brigantines, and was chiefly stationed among the Ionian Islands. The chief officers were the *capitan di golfo*, or vice-admiral, the *providator d'armata*, lieutenant-general, whose station was the coast of Albania and Corfu, the *governator della condannite* (literally governor of the galley slaves) or commodore, who cruised among the other Ionian Islands. Each galley was commanded by a *sopra-comito*, a noble Venetian, who hoisted a broad pendant. The admiral's galley, named *bastarda* (bastard), was much larger than the others, gaudily gilded, and never went to sea but when the *providator general* himself hoisted his flag.

The *galeasse* was a broad low vessel, with three masts, and with from thirty to fifty oars, with seven slaves to each, besides about 100 seamen, a body of Sclavonian soldiers, and a few artillery men. The ordnance of the first rates were from thirty to fifty guns, and the whole complement 1000 to 1200 men; these vessels had, however, been latterly laid aside.

The *galley* was much flatter than the galleasse, had but two masts, twenty to thirty oars, with five men to each, thirty seamen, a company of Sclavonians; in all 300 men. In the prow they carried an eighteen pounder and four sixes, with swivels on the quarters and stern.

The *galliots* were manned entirely by Sclavonians, who were both soldiers and sailors. They carried four six pounders in their bow.

The *brigantines* were a kind of half galliots, mounting two large swivels, and manned by eighteen Sclavonians. All these vessels were profusely covered with carving, which being at the expense of the commander, a new one was obliged to pay his predecessor for these ornaments, or else the latter had the liberty of taking them off, which was often done to ornament his house. The rank of the chiefs obliged them to keep three musicians, two running footmen, and two *lequais* in livery, while the captains were limited to two *lequais*.

All the inferior officers, from the captain inclusive downward, were taken from the merchant service, and purchased their appointments, which they made lucrative, by supplying the crew with provisions, the government only finding biscuit. The seamen were procured by register; but as they were badly fed and paid, they generally deserted whenever an opportunity offered, and in every other respect the Venetian marine was in latter years a mere shadow without substance.

(D) —Page 283.

Port Marmorice is one of the best harbours of the Mediterranean, having capacity for the largest fleets; it is surrounded by lofty mountains, wooded to their summits, and generally separated by narrow vallies, through which run clear streams, imparting freshness, and nourishing a luxuriant vegetation. The town of Marmorice is insignificant, having but one mosque.

(E)—Page 290.

The Druses occupy the tract of coast between Gibail and Sidon; they are but nominally subject to the Porte, being governed by a chief, styled *the Grand Emir*, who resides at Beirut. They are a handsome, well made, and robust race, speak the Arabic language, and are hospitable to strangers. Their religious tenets are imperfectly known, but they offer their prayers indifferently in the Greek churches and christian mosques, and appear to approach nearer to christianity than Mahometanism; they

thus, they believe the immaculate conception, and hold that the Messiah has already appeared on earth several times, under different forms, and that he will again return; they worship saints and images, but also observe the feast of the Ramazan, and admit a plurality of females, but only one wife, the others being concubines. It has been supposed that these people are the descendants of some French soldiers that remained in Palestine after the Crusades.

(F)—Page 349.

It being observed that the heliacal rising of *Sirius* preceded a few mornings the rise of the Nile, this star thence received the popular appellation of the *Dogstar*, in allusion to the fidelity of the dog, who warns his master to remove his property from impending danger, so the rising of the star warns him to guard against the ravages of the stream.

(G)—Page 349.

The crocodile is an animal of the lizard (*lacerta*) genus, having the body covered with scales, and the feet with claws. It arrives at the length of twenty to thirty feet, is covered with square scales, overlapping each other like the slates of a house-roof, and which on the back are so strong as to repel a musquet ball. Its immense mouth is studded with thirty or more sharp pointed teeth of considerable length, curved, and interlocking with each other; the legs are short, but strong and muscular; the fore feet have five toes unwebbed; the hind feet four toes only, united towards their base by a web; the interior toe of each foot is without a claw, the others have very strong and sharp ones.

The crocodile is little to be dreaded out of the water, as it never attacks, but on the contrary, on the approach of a man, immediately makes for the water. In its proper element it is, however, as voracious as the shark, and is the most formidable animal of the rivers of Africa and Asia, watching by the banks to seize any animal that enters the water, with which it instantly dives, and does not reappear till hunger again is felt.

The crocodile is an oviparous animal, depositing its eggs, which are the size of those of the goose, in the sand or mud near the banks of rivers, and which are hatched by the solar warmth; on quitting the shell, the young instantly make for the water. The multiplication of this destructive animal is greatly reduced by the destruction of its eggs by the ichneumon, and other animals. The musky tasted flesh of the crocodile, as well as its eggs, are considered delicate food by the negroes. Two errors respecting the anatomy of this animal have been latterly rectified—first, that the upper jaw is moveable; and secondly, that it has no tongue. The poetic fable of the crocodile shedding tears over its prey, does not require to be seriously refuted. This animal is thought to be the leviathan of the scripture.

The crocodile is met in all the rivers of Africa between the tropics, and in many of those of Asia and America.

The crocodile of the Senegal differs from that of the Nile, chiefly in colour, being almost entirely black. The Nilotic crocodile is also found in this river.

The *alligator*, or American crocodile, called *cayman* by the Spaniards, is, by some naturalists, thought to be a mere variety rather than a species, while others describe it as specifically distinct from that of the Nile. The most conspicuous difference is the snout being flatter, wider, and more obtuse, than that of the latter. It arrives at an equal size, and is met in great numbers in all the rivers of America between the tropics. It also is found as far north on the coast of Carolina as 34°.

The crocodile of the Ganges is a conspicuously different species from that of Africa or America, having a long and narrow snout with the teeth much thicker than in the other species.

The hippopotamus is a vast animal inhabiting the torrid zone, and chiefly the rivers of Africa, whose banks are swampy. During the day it conceals itself under the water, occasionally rising to the surface to respire, but at night it goes on shore to feed, devouring great quantities of herbage and the young shoots of trees, being entirely herbiverous. It grows to the size of a moderate elephant, and is even more clumsy

clumsy and uncouth in its appearance. In the lower jaw (besides other large strong teeth) are two tusks, measuring eighteen inches to two feet in length, and weighing four to eight pounds, and of a superior ivory. The skin is a dirty colour, full of wrinkles, thinly sprinkled with hairs, and of great strength. The hippopotamus never attacks man or other animals on land, but when wounded in the water it becomes furious. It brings fourth but one young at a time, in the marshy inlets of rivers.

Both the crocodile and the hippopotamus were known to the ancient Romans, and were introduced in the public sights with which the people of the capital were amused. The hippopotamus appears to be the behemoth of the scripture.*

(H)—Page 354.

The commercial communication between Cairo and Suez is by caravans, which quit the former city between June and August, when the Judda ships arrive at the latter. The caravans are composed of three to five thousand camels, and five to eight thousand men. The merchandize from Suez consists of timber, nails, cordage, and anchors for the Judda ships, iron bars, carded wool, lead, bales of cloth, and provisions for the caravan during its short stay at Suez, but chiefly coined money. The returns are coffee and India goods. A considerable number of pilgrims for Mecca also accompany the caravan. Cairo is also the emporium of the commerce of Abyssinia, from whence an annual caravan arrives with 1,000 to 1,200 black slaves, elephants' teeth gold dust, ostrich feathers, gums, parrots, &c. Another caravan, chiefly of pilgrims, also arrives at Cairo from Morocco, which collects in its passage all the pilgrims of Barbary. These different caravans, together with the trade from Europe, produce to Cairo an active commerce of six millions sterling.

The

* Job, ch. 40.

(I)—Page 415.

The *cantharides*, or Spanish fly, does not breed in Sicily, but arrives in great swarms from Asia Minor and Egypt about the end of May. Their approach is announced by a disagreeable smell in the atmosphere resembling *volatile alkali*, and they alight on the olive trees in preference, to feed on their leaves. The method of taking them is by spreading sheets under the trees, and towards sun-rise, when the insects are weakened by the night's cold and unable to fly, the branches are beaten with poles, and the flies falling on the sheets are gathered into leather bags, and when dead are dried in the sun. The wholesale price, when dry, is five to six shillings the ounce.

(K)—Page 420.

"Every object, moral and physical," says Mr. Eton, "the fair face of nature, and the intellectual energies of the inhabitants, have alike been blasted and defiled by the harpy touch of Turkish tyranny;" hence the degraded character of the modern Greeks. The Turks, unlike the ancient Romans, who conquered only to improve, have never admitted the conquered people to a participation in the rights of citizens, unless they abjured their religion; on the contrary, they and their posterity were considered as slaves, who were only permitted to redeem their lives, by the payment of the price set on them. The Greeks are excluded from all offices of state; it is death for them to marry a Turkish woman, or even to cohabit with a prostitute of that persuasion. In the course of justice, the testimony of a Greek is not admitted when contradicted by that of a Turk. It is death to wear the same dress as a Turk; and even their houses are painted of a different colour.

The prominent faults of the Greek character are superstition and revenge, assassination often terminating their disputes, a want of probity in their dealings with strangers, an immoderate ambition for trifling distinctions, and a great frivolousness

mess and levity of manner, which forms a marked contrast with their taciturnity and gravity of the Turks.

In general information they, however, far excel the latter, as well as in invention, imagination, and forcible oratory. Neither do they want for natural energy of character or personal courage, both of which have been exemplified in their revolts against the Turkish despotism, which they certainly might throw off without difficulty, could they be brought to a general union, but their religious disputes are an obstacle to all unity of design.

In general the Greek islanders have grand and noble features, and are also in their characters the least degraded of their nation, though those of Zante and Cefalonia are accused of being particularly notorious for stabbing with their knives.

(L)—Page 433.

Successive maritime aggrandizement of Russia.

A.D.

1679 Nova Zembla incorporated with Russia.

1696 Kamtschatka taken possession of.

Azoph taken, but lost by the defeat of Pruth in 1711.

1704 } Ingria conquered and Petersburg founded.
1718 }

The Kurile and Aleuntian islands rendered tributary.

1721 Livonia, Estonia, and a part of Finland ceded by Sweden to Russia.

1738 The Tchouktches rendered tributary.

1743 Sweden ceded the province of Kymenegard in Finland.

1774 The Turks cede to Russia the territory of Azoph, the tract between the Dnieper and the Bog, and some fortresses in the Crimea.

1784 The sovereignty of the Crimea, the eastern part of the country of the Nogay Tartars on the Sea of Azoph, the territory of Kuban, and the Isle of Taman ceded to Russia by the Turks.

1791 The Turks cede the district between the Bog and the Dniester.

1796 Courland

1796 Courland incorporated with Russia.

1808 Swedish Finland ceded to Russia.

1812. Turkey ceded the territory between the Dniester and Pruth.

(M)—Page 441.

The mangrove (*rhizopora*), *paletuvier* of the French, has several species, which grow in water or on the marshy banks of the rivers of the tropics. Their branches bend downwards and take root, and from these roots again spring up new stems, so that a single tree will in time cover a mile of ground. The bark is sometimes used for tanning, and the wood, which is close grained and very heavy, chiefly for fuel, particularly by shipping, it being usually the most conveniently got at. Oysters are frequently found attached to the branches which descend into the water, and hence the *old woman's* story of these fish growing upon trees.

There are two other species of mangrove, named the red and white, from the colour of their wood, which grow on the sandy beaches of the sea, but not in the water.

(N)—Page [illegible]

Naturalists reckon thirty-five species of sharks [illegible], twelve of which are met in the Indian seas. The general characters are [illegible] from four to seven species at the side of the neck, mouth beneath, teeth generally serrated, and very sharp. The shark is an active fish, though some species are also met with in Mediterranean seas. They bring forth their young, [illegible] from five to twenty at a time. A few species [illegible] are [illegible] but most of them are [illegible] swallowing whatever comes in their way [illegible] with a [illegible] like that of a [illegible], [illegible] a very [illegible] stroke in the water [illegible] long [illegible].

[illegible] [illegible] [illegible] [

and feeds chiefly on fishes. 2. The rock shark (*stellaris*), resembles the last, but feeds on worms and crustaceous animals. 3. Tope (*galeus*), British seas, very voracious. 4. Hammer-headed (*zygæna*), peculiarly hideous, and one of the most rapacious of the genus, grows to the length of six feet, inhabits the European, American, and Indian seas, and the Mediterranean. 5. Long-tailed (*vulpes*), seven feet long, exceedingly voracious, European seas. 6. Basking shark, or sail fish (*maximus*). The largest of the genus inhabits only the cold seas; is from fifteen to thirty feet in length, the teeth *not* serrated. It differs also from all the other species, in feeding only on sea-plants, at least nothing else is ever found in its bowels: the liver affords six to eight barrels of oil, which is an object of commerce on the west coast of Scotland, and other places towards the north: the skin also furnishes a superior shagreen. 7. The white shark* (*carcharias*), the terror of sailors in warm climates, is the most voracious of the inhabitants of the deep. The mouth opens to a great extent, and the jaws are furnished with three rows of triangular very sharp and serrated teeth, which interlock when the mouth is shut, and which can be raised or laid flat at will. The mouth is situated so far behind the nose, on the under part of the head, that the fish is obliged to turn on its *side* to seize its prey;† which consists of every species of animal matter, not even sparing its own species. This voracity is, however, often the cause of its destruction, for though it seems at times to have a sentiment of the treacherous hook

* *Requin* of the French, according to La Cepede from *requiem*, signifying "*the repose of death.*"

† Naturalists have generally described the shark as turning on *its back* to seize its prey, while others doubt this peculiarity. That it turns on its *side* and not on its *back* seems to be the real fact, and is proved by the following circumstance: the back of the shark is of a dark ash colour, that of the belly nearly approaches to white; in seizing its prey, which it does with the quickness of lightning, a glance of whitish light is seen in the water, which appears to proceed from the belly of the fish being brought to view.

hook which the seaman baits, by often approaching and recoiling to the meat and again retiring, is almost invariably concluded by rushing forward and swallowing it with a ravenous desperation. It has, however, been observed, that the shark will not touch a fowl with the feathers on, and also that it attacks negroes in preference to white men, when it has a choice. Sharks have even been known to follow slave ships from the coast of Africa to the West Indies, as if conscious of the frequent feasts they have to expect from the casualties among the slaves. This instinct is perhaps dependant on the shark's sense of smelling, the effluvia from the body of negroes being of a very powerful nature.

The shark possesses great strength in its tail, the stroke of which, even from a young one, is sufficient to break a man's leg; hence when one is caught sailors instantly chop off the tail. The flesh of the shark is hard, indigestible, and has a most disagreeable odour: nevertheless, seamen who are not very delicate eat the tail part, and even prefer its strong gusto to the more insipid dolphin, or albicore. The jaws of the shark are also usually preserved by the seamen, with the same kind of pride that the American preserves the scalp of his enemy.

The common size of the white shark is ten to fifteen feet; but it is said to arrive to the size of thirty feet, and to the weight of 4000lbs. and if the fossil teeth found in Malta and other places, which measure four inches and a half in length, are allowed to belong to the shark, and the rule of proportion is observed, these fish must have exceeded in bulk the whale himself. It is also asserted, that a shark has been taken with a whole horse in his belly, and hence some writers have supposed it to have been a shark that swallowed Jonas.

The white shark is almost invariably attended by one or more pilot fish (*gasterosteus ductor*), of whose services a very erroneous idea was formerly formed, it being thought that he preceded the shark as the jackal does the lion, to lead him to his prey, and that in consequence the shark, however hungry, refrained from devouring him. The fact, however, seems to be that the pilot fish attends the shark, to pick up the fragments that

that escape from his jaws, and is so far from trusting to his forbearance, that the moment the shark turns to seize his prey, the pilot fish darts from before his mouth, and remains behind until he has resumed his natural posture.

Another species of small fish is a *closer* companion to the shark: this is the sucking fish (*echeneis remora*), of which three or four are generally found sticking on his back, and with such tenacity, that it requires great force to detach them. Pliny tells a story of one of these fish arresting the progress of the ship on board which was Mark Anthony and Cleopatra, in the battle of *Actium*; and Dr. Shaw, in his account of fishes, thinks it possible, that a number of sucking fish attaching themselves to a vessel's sides, may *really* retard her progress: but even admitting the vessel to be a canoe, as a seaman we can only exclaim "*risum teneatis.*"

(O)—Page 442.

The dews in warm climates appear to be deleterious or innocent, according to the soil of the country. Where the latter is marshy or covered with a rank vegetation, the dews are extremely malignant, but, on the contrary, where the soil is dry and sandy, they produce no bad effects: thus the Arabs of the coasts of the Red Sea sleep on the terraced roofs of their houses, exposed to the heavy dews, and the author, during a twelve months' station in this sea, constantly pursued the same custom, without any ill consequence. It also seems certain, that the first dews of the evening are by far the most unhealthy, from containing the grosser miasma pumped up by the sun, and whose weight causes it to fall first, while the pure aqueous dew that descends towards morning is much less unwholesome.

(P)—Page 443.

Captain Beaver gives the following meteorological table, kept at Bulam:

Month.	Thermom. Minim.	Maxim.	Prevailing Winds.
January	63 to	98	N.E. and fog.
February	88	96	Land and Sea breezes.

March

	Thermo. Mean.	Mean.	
March	86	95	Land and Sea breezes.
April	85	94	Ditto.
May			N.W.
August	74	82	N.W.
September	77	85	S.W.
October	81	91	S.W.
November	84	96	N.E.
December	64	92	N.E. and fog.

(Q)—Page 445.

The course of the Niger has been the subject of as much research and difference of opinion among modern geographers as even Ophir, Tarshish, or Thule. Those who follow Ptolemy suppose it to lose itself in lakes, in the interior of Africa, while some recent geographers believe one of its branches, at least, to reach the Atlantic, at the angle of the Gulf of Guinea, into which it empties its waters by a great number of mouths, of which the westernmost is the River Formosa, and the easternmost the Rio del Rey. Besides the deductions founded on the descriptions of the antients and Arabs, the nature of the country between the two rivers above mentioned, strongly favours this supposition. This tract, as we have noticed in the text, is composed of alluvion without stones, and is intersected by a great number of mouths of rivers, forming a delta ninety miles in length. The course of the Rio Formosa is from the N.E. while that of the Rio del Rey is from the north; it may therefore be presumed that they are two branches of a great river, which, from the quantity of water discharged into the Ocean, and the circumstance of an annual inundation in July and August, should have its source far from the Sea.

(R)—Page 446.

The total want of sheep in this part of Africa is the more singular, as all the other regions of this continent, from the Cape of Good Hope to the Mediterranean, possess a peculiar and indigenous breed of those animals, whose distinctive characters

racters are having hair instead of wool, the legs very long, and the tail a mass of fat weighing from 6lb. to 10lb.

(S)—Page 470.

Assiento, in Spanish, signifies to farm out. In the origin the French African Company agreed to pay a certain duty to the King of Spain for permission to supply the Spanish colonies with slaves; by the treaty of Utrecht this privilege was transferred to England, and was granted to the South Sea Company, which was besides authorized to send out a vessel of 500 tons annually, loaded with merchandize. This contract was interrupted by the war of 1739, and at the peace of 1748 the Company sold the unexpired four years of the privilege to Spain for £100,000.

(T)—Page 472.

The Gum Senega is procured either by incision or by natural exudation from a species of the Acacia (*Mimosa Senegal*) which grows chiefly in the desert of Sahara and particularly in three forests 40 to 50 leagues from the coast. The trees afford two harvests a year, the first and most considerable in December, and the second in March. The Moors convey the gum on camels and bullocks to the French settlements on the Senegal, and to Portendik, where a gum fair is held from April to July. While collecting it, the Moors are said to subsist solely on it, six ounces of gum a day being sufficient nourishment for a man in health. The gum Senega has all the properties of gum Arabic, and is usually sold for it in the shops.

(U)—Page 506.

Seven species of the Sea Tortoise or Turtle are described; the generic character is fin-shaped feet. The Green Turtle (*testudo Mydas*) merits the first place, from its affording a food in high estimation, particularly in England, into which it is imported from the West Indies, at a considerable expense and trouble, to gratify the epicures of the metropolis.* Its popular

* It appears that turtle first began to be brought to England only so late as the middle of the last century, being noticed as a great rarity in 1758.

name is from the greenish colour of its fat, which is considered a sign of its perfection, and is supposed to proceed from the sea weed on which the animal feeds. This species grows to the length of six feet, and to the weight of 900lbs.; it is met in all the regions of the tropical seas, but particularly among the coral and sandy cays, where it finds abundance of its favourite food, the *zostera maritima*, or turtle grass. The female alone goes on shore, and never except to deposit her eggs, which she does at night, on the unfrequented sandy beaches, where there is no surf. For this purpose she forms a hole above high water mark, scratching the sand out with her fins, in which she deposits about one hundred eggs, and after covering them immediately, again returns to the sea, leaving them to be hatched by the solar heat: this she repeats three or four different times at intervals of fifteen days, the whole number of eggs contained in a female being from three to four hundred. The young turtle, when it quits the shell, immediately crawls towards the sea, but is often two weak to reach it, while others are washed back by the surf which they have not strength to overcome. Besides the great numbers which perish from these causes, the little animals are often the prey of sea birds, and by these means their multiplication, which would otherways be enormous, is checked.

Turtles are taken either on shore, when they go there to deposit their eggs, or are struck in the water with an iron peg fixed to a wooden staff. In the former case, the turtle hunters conceal themselves before night fall, and wait the arrival of the animals, who when in the act of depositing their eggs, are totally inattentive to what passes around: they are therefore easily turned on their backs, from which position they are unable to recover themselves, and are therefore left till the number required is formed.

The Loggerhead Turtle (*Testudo Caretta*) is the largest of the genus known. It is said to weigh 1000lbs.: its distinguishing characters are, the great size of the head, but more particularly the heavy, bony, square plates or scales on the back shell, instead of the thin, horny ones of all the other species. The Loggerhead is the [illegible] with its mouth

when attached. Its flesh is coarse and rank; and its shell of no use. It is met with, not only within the tropics, but also in the Mediterranean, and very commonly in the middle of the ocean, slumbering on the surface.

The Hawksbill, or Imbricated Turtle (*Testudo Imbricata*) has its first name from its narrow curved beak; and its second, from the disposition of the scales on the back, which over-lay like the tiles of a house-roof. Its fore-legs are longer than those of the other species, and from this conformation it is said, the animal can regain its natural position from being turned on its back. It seldom is found larger than four feet long or 3 to 400lbs. weight. The scales are the well-known *tortoiseshell*, of which a good sized turtle affords 8 to 15lbs.; the flesh is not superior to that of the Loggerhead. This species is found in the Mediterranean, as well as between the tropics.

The Coriaceous Turtle, or *Luth* of the French (*Testudo Coriacea*), grows to the length of eight feet, and to the weight of 1200lbs. Its chief specific character, and from which it derives its name, is being covered with a substance resembling strong leather, without scales, and along which longitudinally run five ridges or elevations. It is a native of the Mediterranean, and occasionally wanders to the coasts of England. It is also met on the coasts of South America and Africa. Its flesh is very oily and coarse. The other species of sea turtle are the *Green-shelled*, met with on the coasts of America in the North Pacific; it differs from the common green-turtle in the colour of the shell from which it derives its name, and does not arrive at so great a size.

The *Trunk* Turtle and the *Nasicorne* are little known. The first has its name from the great convexity of the upper shell, and the latter is distinguished from the green turtle by a large soft tubercle on the tip of the snout, in which are situated the nostrils.

TABLE I.

MONIES, WEIGHTS, AND MEASURES,

Of the Countries described in this Volume.

FRANCE.

Monies.

The coined monies of France before the Revolution were,

Gold { Double louis.. 48 livres.
Louis d'or.... 24.

Silver { Ecu or crown 6 livres.
Petit ecu.... 3
Piece of.... 24 sols.
———-... 12
———-... 6

Copper { Sol of 4 liards, or 12 deniers.
Half sol, or 2 liards.
One liard.

During the Revolution, pieces of a mixed metal of thirty sols and fifteen sols were coined as well as two sol pieces of copper, which still pass for their nominal value, while the gold and silver coins of the antient government have been reduced, and are going fast out of circulation.

The new coins are,

Gold { Double Napoleons, 40 f.
Napoleon d'or.... 20

Silver { Pieces of 5, 2, 1 franc.
——— of 50 cent and 25 cent.

Pieces of mixed metal of 20 and 10 centimes.

80 francs of the new coin are equal to 81 livres tournois of the old.

The par of exchange between Paris and London is 24 francs the £1 sterling.

Weights.

Before the Revolution, the weights and measures of France differed in almost every province; at present they are uniform throughout the kingdom, and calculated decimally, the primitives or unities being the *gramme*, the *metre*, the *are*, and the *litre*, which have three divisors,

divisors, the *deci*, the *centi*, and the *milli*, or the 10th, 100th, 1000th; and four multipliers, the *deca*, *hecto*, the *kilo*, and the *myria*, or 10, 100, 1000, 10,000 times.

The *gramme* weighs one cubic centimetre of distilled water.

Descending Series
- Decigramme .. $\frac{1}{10}$ of the gramme.
- Centigramme $\frac{1}{100}$
- Milligramme $\frac{1}{1000}$

Ascending Series
- Decagramme ... 10 grammes.
- Hectogramme.. 100
- Kilogramme.. 1000
- Myriagramme 10000

The kilogramme supersedes the antient livre (pound), and is the common weight for gross merchandize; it is equal to 2 lbs. 5 gros. 49 grains, antient Paris weight, and to 2 lbs. 3 oz. 4 drs. 81 English avoirdupois.

Long and Road Measure.

The *metre* is the $\frac{1}{10000000}$ part of the quarter of the meridian, or the distance of the pole to the equator.

Descending Series
- Decimetre .... $\frac{1}{10}$ of the metre.
- Centimetre .. $\frac{1}{100}$
- Millimetre .. $\frac{1}{1000}$

Ascending Series
- Decametre ... 10 metres.
- Hectometre.. 100
- Kilometre .. 1000
- Myriametre 10000

The metre is the common measure of cloths, and supersedes the antient *aune* (ell). It is equal to

Ft.	*In.*	*Lin.*	
3	0	11	2960 Paris feet antient.
3	3	4	8490 English measure.

The myriametre, the usual road measure, which supersedes the antient league, is a few inches more than 10943 English yards.

Superficial Measure.

The *are* is 100 square metres, or one square décametre.

Ascending Series
- Deciare, $\frac{1}{10}$ of the are, or 10 square metres.
- Centiare, $\frac{1}{100}$ of the are, or one square metre.

Ascending Series
- Hectare, 100 ares.
- yriare, 10,000.

Solid Measure.

The *stere*, 1 cubic metre, or $\frac{1}{4}$ cord.

The decistere $\frac{1}{10}$ of the stere.

Liquid Measure.

The litre is one cubic decimetre.

Decreasing: Decilitre, $\frac{1}{10}$ of the litre. Centilitre, $\frac{1}{100}$.

Increasing: Decalitre . . 10 litres. Hectolitre . 100 Kilolitre . . 1000 or 1 cubic metre.

The litre is = 1.76 imperial pints. Kilolitre = 220 gallons.

The commission finding it impossible to have the new measures in the several departments by the time appointed, the use of the ancient denominations was continued, but with the new names and divisions. The pound is 1.1 avoirdupois pound. The foot is 1.066 English foot. The aune is 1.188 yard. The toise is 6.395 English feet.

The correspondence of the French ancient measures with the English are

feet are equal to 16 English, the exact proportion being 15 French = 15,986 English.

The Paris pound is 7561 grains troy, 100 Paris pounds being 108½ English.

SPAIN.

The coined money of Spain is common to the whole kingdom, but is distinguished into three kinds. The ancient coin, or those struck before 1772, and those struck since. The most ancient are ill shaped and without any impression; they are received only by weight. The coins struck before [illegible] are current by the name, but as they are [illegible] not in circulation, we shall only notice the modern

Silver.

170 ochavos . . . 1 escudo or ½ duro
340 . . . . . 1 duro *

Gold.

340 . . . . . 1 durito
680 . . . . . 1 escudo doro
1360 . . . . . 1 doblon'oro
2720 . . . . . 1 doblon a quatre
5440 . . . . . 1 onza de oro.

The merchants' accounts are kept in reals de vellon and marvedis. The real de vellon † is 17 ochavos. The par of exchange between Madrid and London is 90 ½ reals for the pound sterling.

Weights.

The weights and measures of Spain differ in every province, and even in the different towns of the same province, the recapitulation of which would lead us into an endless and useless labyrinth; we shall, therefore, confine ourselves to those by which commercial objects are usually sold in the maritime towns.

In Guipuscoa (St. Sebastian) the weights are

	lb.
The pound of 12 ounces	1
The common quintal	101
The quintal of spices	100
——— of salt cod	105
——— of iron	150

In Biscay (Bilboa and St. Andero)

The pound is 16 ounces.
The quintal (of Bilboa) . . 146
The quintal of Cacao (St. Andero) 107
——— of salt cod. . 112
——— of iron 155

In the Asturias,

The pound is 16 ounces.
The aroba 25
The quintal 100
The charge 300

In Valencia there are no less than five kinds of pounds for different objects sold in the market. In commerce the aroba of wax is 30 lbs. of 12oz. the aroba of flour 32 the quintal is 4 arobas or 130

In Catalonia,

The pound is 16 ounces.
The aroba 26
The quintal 104
The charge 312

* The duro piastre or Spanish dollar is intrinsically worth 4s. 4½d. sterling.

† The real de vellon is intrinsically 2d. 35.

The ounces of the different provinces also vary.

Grains troy.

The ounce of Biscay is .. 503
Of the Asturias 572
Of Valencia and Catalonia 551

Eng. avoir.

100lbs. of Biscay is 115
Of Asturias ..... $108\frac{1}{7}$
Of Valencia and Catalonia ..... $126\frac{1}{76}$

Long Measure.

The foot is divided into 12 inches and the inch into 12 lines.

Lines.

The foot of Catalonia is 125
——— of Valencia .. 127

In all the provinces of Spain except Catalonia, cloth is measured by the pam and vara; 4 pams being one vara. The vara of Biscay and the Asturias is

Feet.	*In.*	
2	$7\frac{1}{2}$	English
2	$8\frac{1}{3}$	——of Galicia
2	10	——of Valencia

In Catalonia cloth is measured by the pam and cana,

16 pams.. 1 cana 5 $1\frac{1}{2}$

Dry or Corn Measure.

The fanega is the most usual measure of corn.

Eng. cubic in.

The fanega of Biscay is 131 5
—— of Asturias } 165
—— of Galicia }
—— of Grenada 136 5

In Valencia and Catalonia corn is measured by the charge, which in Catalonia is 273 lbs.
—— in Valencia ... 315

Liquid Measure.

Wine of 16 oz.

Oil is measured

At Seville, by the aroba 25
34 arobas 1 pipe .. 850
At Valencia by the cantaro..... .. $24\frac{1}{2}$
Aroba .... $31\frac{1}{2}$
12 Arobas 1 charge 378
At Valencia by the 4 azumbers 1 coutoso $26\frac{1}{4}$
15 Cantaros 1 charge $393\frac{3}{4}$
4 Charges 1 botta or tun 1575
In Catalonia by the aroba ..... $22\frac{1}{2}$
4 arobas 1 quintal .. $91\frac{1}{2}$
3 quintals 1 charge $273\frac{3}{4}$
4 charges 1 pipe ... 1575

PORTUGAL.

Monies.

20 res .....1 vintin
100 .....1 testoon.
400

400 res.....1 cruzado
1,200 .....1 quartinho
4,800 .....1 moidore
24,000 .....1 debraon

The merchants' accounts are kept in mil-res or cruzados and res. Lisbon exchanges on London 1000 res for 66 pence

Weights.

16 ounces....1 pound
32 pounds....1 aroba
4 arobas....1 quintal
100lbs.of Portugal = 94.56Eng.

Long Measure.

12 polegados or inches....1 pe or foot
2 pes.....1 covada
40 polagados..1 vara
2 varas....1 braca
100 .....307⅛ feet. Eng.

Dry or Corn Measure.

4 alquieres.....1 fanega
15 fanegas.....1 muid

The muid is 11⅛ gallons English.

Liquid Measure.

16 cavados..1 alquiere
2 alquieres..1 ahmud
26 ahmuds..1 botte or pipe
265½ cavados = 100 galls. Eng.

ITALY.

In all parts of Italy, subject to or influenced by France, the decimal form of monies, weights, and measures, have been introduced: previous to this introduction, each state had its separate coin, &c.

At Genoa and Leghorn the merchants' accounts are kept in liras, sols, and deniers, the lira being 20 sols, and the sol 12 deniers; the exchange between Genoa and London was 5¼ liras for 4s.

NAPLES.

Monies.

12 cavalette....1 grain
18 ——— ....1 publice
10 grains ....1 carlini
2 carlini ....1 tari
10 .....1 ducato
12 .....1 scudo

Accounts are kept in ducatos and grains. Naples exchanges at London 1 ducato regno 44d.

Weights.

12 ounces....1 lira picolo
33⅓ ....1 rotola
100 rotolas....1 cantaro

The cantaro is 196 lbs. Eng.

57⅓ rotola or 160¼lbs. picolo make 1 cwt. English.

Long Measure.

12 ounces....1 palmo

8 palmo

8 palmos . . . . 1 canna
100 cannas = 330 yards Eng.

Dry or Corn Measure.

36 tumuloes . . . . . 1 carre
equal to 7 English quarters

Liquid Measure.

35 puts . . 1 barrel of wine
12 barrels 1 botte or pipe
2 bottes 1 carre or charge
2 bottes is one ton English
Oil is measured by the salm.
22 pignatilli . . . . . 1 stara
10 stara . . . . . 1 salm
The salm is 467½lbs. and 7½lbs. of oil is a gallon.

SICILY.

Monies.

20 grains . . . . . 1 tarri
12 tarri . . . . . 1 scudi
30 tarri . . . . . 1 ounce
Sicily gives on London 40 to 50 tarri, the £ sterling.

Weights.

12 ounces . . . . 1 lira piccolo
30 ounces . . . . 1 rotola
100 rotola . . . . 1 cantaro
The cantaro is = 178lbs. English, being 10 per cent. less than that of Naples.
The measures of Sicily are the same as those of Naples.

SARDINIA.

Monies.

6 denarii . . . . . 1 calari
6 calari . . . . . 1 soldi
30 calari . . . . . 1 real
10 reals . . . . . 1 scudo
Accounts are kept in lira, soldi, and denarii.
12 denarii . . . . . 1 soldi
20 soldi . . . . . 1 lira

Weights.

12 ounces . . . . . 1 lira
104 lira . . . . . 1 cantaro
100lbs. Sardinian = 86lbs. Eng.

PAPAL STATES—ANCONA, &c.

Monies.

10 bajoque . . 1 paul
10 pauls . . . . 1 Rom. crown

Weights.

The Roman pound is 12 ounces; the ounce 24 deniers; and the denier 24 grains.
100lbs. Roman is 78¾ lbs. Eng.

Long Measure.

100 bracci of Rome are equal to 96¼ yards English.
Wines and spirits are measured by the boccali of 4 Roman

man pounds, and 48 boccalis is a somme.

Corn is measured by the rubbi of 8 lappes.

TURKEY.

Monies.

3 aspers ..... 1 para
80 paras ..... 1 piastre

15 to 17 piastres are given at Constantinople and Smyrna for the £ sterling in London.

Weights.

400 drachms.... 1 oque
40 oques is 100lbs. English

Long Measure.

The pic of 28 inches divided into three.

Corn or Dry Measure.

The kitol of grain is 8½ quarters English.

BARBARY—MOROCCO.

Monies.

24 flus ..... 1 blanquille
4 blanquilles 1 ounce
10 ounces .... 1 ducat

The morocco quintal is 110lbs. English. 100 Coudes or cubits is 57 yards English long measure.

ALGIERS.

Monies.

24 masonas ..... 1 piastre
3½ piastres ..... 1 sequin

The Algerine quintal of 100lbs. is equal to 112lbs. English.

TUNIS.

Monies.

12 burbos .... 1 asper
3½ aspers .... 1 caroob
16 caroobs .. 1 piastre
4½ piastres .. 1 mahoob or sequin

The par of exchange is 15 piastres the £ sterling.

100lbs. Tunisian is 112lbs. Eng.

16 tumuloes of wheat is 1 coffee of 800lbs. English.

44½ metals of oil is one ton English of 236 gallons.

TABLE II.

TABLE OF GEOGRAPHICAL POSITIONS.

Place.	Latitude	Longitude.
France.	North.	
Calais	50° 57′	1° 51′ E.
Dieppe	49 50	1 6
Le Havre de Grace	49 29	0 5
Cape Barfleur	49 42	1 26 W.
St. Malo	48 39	2 2
Ushant	48 29	5 03
Brest	48 23	4 29
Belle Isle	47 17	3 7
Mouth of the Loire	47 15	2 35
Nantes	47 13	1 34
Isle Dieu	46 42	2 22
Sables d'Olonne	46 30	1 48
Rochefort	45 56	0 59
Tour de Cordouan	45 36	1 10
Bordeaux	44 50	0 34
Bason of Arcachon	44 38	1 15
Bayonne	43 29	1 30
St. John de Luz	43 23	1 40
Spain.		
Bilboa	43 15	2 44
St. Andero	43 28	3 40
Cape de Penas	43 42	5 46
Cape Ortegal	43 46	7 48
Corunna	43 23	8 28
Cape Finisterre	42 54	9 18
Vigo	42 14	8 37
Minho River	41 55	8 46
Portugal.		
Viana	41 40	8 44
Oporto	41 20	8 26
Cape Mondego	40 12	8 54
Peniche	39 24	9 26
Rock of Lisbon	38 46	9 31
Lisbon	38 42	9 10
Cape Espichel	38 25	9 14
Cape Sines	37 57	8 55
Cape St. Vincent	37 3	9 2
Fero	37 01	7 56
Guadiana River	37 13	7 15
Spain.		
Guadalquivir's Mouth	36 58	6 20
Seville	37 0	5 58
Cadiz	36 32	6 18
Cape Trafalgar	36 10	6 1

Place.	Latitude	Longit
Mediter. Spain.	North.	
Tariffa point south point of Spain	36° 01′	5 35W.
Gibraltar	36 6	5 20
Malaga	36 45	4 25
Almeria	36 52	2 31
Cape de Gatte	36 44	2 13
Carthagena	37 36	1 1
Cape de Palos	37 37	0 42
Alicant	38 21	0 30
Cape St. Martin	38 47	0 11E.
Valencia	39 27	0 22W.
Tarragona	41 9	1 19E.
Barcelona	41 23	2 11
Cape de Oreux	42 20	3 16
Palma, Majorca	39 32	2 40
Port Mahon, Minorca	39 52	4 18
Iviça town	38 53	1 28
Colombrette rocks	39 55	0 33
Mediter. France.		
Port Vendres	43 32	3 5
Perpignan	42 42	2 54
Agde	43 19	3 28
Montpellier	43 37	3 52
Marseilles	43 18	5 22
Toulon	43 7	5 55
Frejus	43 26	6 44
Antibes	43 35	7 7
Italy.		
Nice	43 42	7 16
Savona	44 17	8 30
Genoa	44 25	8 58
Leghorn	43 32	10 17
Rome	41 54	12 28
Terracina	41 18	13 19
Gaeta	41 15	13 38
Naples	40 50	14 14
Salerno	40 44	14 45
Scylla	38 12	15 46
Island Gorgona	43 24	9 51
Cabrera Island	43 0	9 46
Porto Ferrajo Elba	42 48	10 22
Monte Christo Island	42 22	10 16

TABLE OF GEOGRAPHICAL POSITIONS. *(Continued.)*

Place.	Latitude.	Longitude.
Sicily.	North.	
Messina	38° 11′	15° 45′ E.
Catania	37 26	15 15
Cape Passaro south point	36 41	15 19
Alicata	37 3	13 47
Palermo	38 7	13 22
Stromboli Island	38 44	15 24
Ustica Island	38 41	13 17
La Valetta Malta	35 54	14 30
Pantelaria Island	36 56	12 18
Linosa Island	35 55	12 45
Lampedusa Island	35 29	12 40
Corsica.		
St. Florenzo	42 39	9 49
Ajaccio	41 56	8 44
Bastia	42 43	9 28
Sardinia.		
Cagliari	39 29	9 07
Oristan	39 39	8 35
Adriatic Italy.		
Cape Spartivento	37 53	16 22
Cape Colonno	39 4	17 37
Cape del Allice	39 24	17 31
Tarento	40 28	17 33
Cape St. Mary	39 44	18 45
Brindisi	40 39	18 20
Bari	41 10	17 8
Manfredonia	41 38	16 05
Ancona	43 38	13 29
Ravenna	44 25	12 11
Venice	45 26	12 21
Head of the Adriatic	45 48	—
Trieste	45 45	13 45
Zara	44 15	15 24
Sebenico	43 49	16 7
Spalatro	43 31	16 38
Ragusa	42 39	18 8
Cattaro	42 22	19 28
Dulcigno	41 49	19 51
Lepanto	38 15	22 0
Modon	36 49	21 35
Lissa Island	43 5	16 22
Corfu C. Blanco	39 15	20 23

Place.	Latitude.	Longit.
Adriatic.	North.	
Cefalonia south east point	37° 52′	21° 9′ E.
Zante south point	37 28	21 9
Archipelago.		
Cape Matapan south point of Europe	26 23	29 29
Cape St. Angelo	26 26	23 14
Napoli di Romania	37 30	22 35
Athens	37 58	23 46
Salonica	40 38	22 55
Cape Monte Santo	40 09	24 13
Head of the Archipelago	41 0	—
Anatolia.		
Adramytte	39 31	26 46
Smyrna	38 29	27 6
Scala Nova	37 53	27 1
Cape Crio	36 46	27 14
Marmorice	36 48	28 9
Cape Chelidoni	26 13	30 25
Satalia	36 59	30 39
Syria.		
Alexandretta	36 35	36 18
Latakia	35 32	35 44
Tripoli	34 26	35 35
St. John d'Acre	33 1	35 16
Jaffa	32 5	34 49
El Arisch	31 8	34 3
Barbary.		
Tangier	35 49	5 49 W.
Ceuta	35 54	5 18
Mellila	35 18	2 58
Oran	35 44	0 40
Algiers	36 49	3 00 E.
Bona	37 03	8 0
Biserta	37 20	10 0
Tunis	36 47	10 21
Cape Bon	37 5	11 05
Susa	35 50	10 27
Tripoli	32 54	13 21
Egypt.		
Cape Deras	31 12	28 15
Alexandria	31 13	29 54
Aboukir	31 18	30 36
Rosetta	31 24	30 58

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Place.	Latitude.	Longitude.
Egypt.	North.	East.
Damietta	31° 25′	31° 50′
Grand Cairo	30 2	31 18
Turkish Islands.		
Melos	36 42	24 25
Andros N.W. point	37 55	24 24
Metelin	39 6	26 19
Scio	38 24	25 58
Cos	36 51	27 2
Candia Town	35 20	25 18
Scarpanto	35 32	27 3
Rhodes Town	36 22	28 18
Cyprus Larnaca	34 54	33 40
Black Sea.		
Turkey in Europe. Cape Janissary entrance of Dardanelles	39 59	25 59
Turkey in Europe. Constantinople	41 1	28 55
Turkey in Europe. Midjiah	41 37	28 25
Turkey in Europe. Burgos	42 26	27 30
Turkey in Europe. Varna	43 12	27 50
Russia. Odessa	46 28	30 37
Russia. Ockzekoff		
Russia. Kherson	46 38	32 56
Crimea. Perekop		
Crimea. Eupatoria		
Crimea. Sebastopol	44 40	33 36
Crimea. Kaffa		
Turkey in Asia. Erecli	41 18	31 27
Turkey in Asia. Cape Kerempi	42 5	33 08
Turkey in Asia. Sinope	42 2	35 8
Turkey in Asia. Kizil Irmak River	41 33	36 11
Turkey in Asia. Uniah	.....	37 20
Turkey in Asia. Trebisond	41 2	39 43
Turkey in Asia. Gouniah		
Turkey in Asia. Phasis River		
Turkey in Asia. Isgaour		
Turkey in Asia. Anapa		
Sea of Azoph. Petroffskaia		
Sea of Azoph. Taganrog	47 12	38 39
Sea of Azoph. Azoph		

Place.	Latitude.	Longitude.
W. Coast of Africa.	North.	
Cape Spartel	35° 48′	5° 48′ W.
Lairache	35 11	6 14
Mamora	34 29	6 38
Azamor	33 28	8 7
Cape Cantin	32 35	9 16
Tenasif River's Mouth	32 0	9 12
Morocco	31 38	8 5
Mogadore	31 27	9 34
Cape de Geer	30 38	9 53
Santa Cruz	30 29	9 40
Cape Noon	28 40	11 26
Cape Bojador	26 12	14 36
Rio del Ouro	23 40	15 15
Cape Blanco of Arguin	20 56	17 16
Portendik	18 5	16 10
Bar of Senegal	15 53	16 35
Cape Verd Point	14 46	17 35
Portudal	14 23	17 2
Cape St. Mary Gambia	13 15	16 39
Cape Roxo	12 13	16 50
Kannabac Bissagos	10 30	14 40
Bulam	11 0	14 52
Cape Verga	10 7	13 50
Isles de Los	9 27	13 20
Cape Sierra Leone	8 30	12 50
River Gallina	7 0	11 45
Cape Mesurado	6 26	10 32
Cape Palmas	4 30	7 41
River St. Andrew	4 57	6 13
Cape la Hou	5 06	4 55
River Sueiro de Costa	5 06	4 55
Cape Three Points	4 30	2 40
St. George de la Mine	4 56	2 05
Cape Coast Castle	5 5	2 0
Amokoo	5 13	1 2
Akra	5 29	0 19
River Volta	5 53	1 20 E.
Whidah	6 24	2 12
Porto Nova	6 16	
Cape Formosa	4 10	5 05
River Camerons	3 10	8 55
Corisco Island	0 50	8 40
River Gabon	0 25	8 48
Cape Lopez	0 57S	8 47
Mayumba	3 38	10 24

TABLE OF GEOGRAPHICAL POSITIONS. *(Concluded.)*

Place.	Latitude	Longitude.	Place.	Latitude	Longitude.
W. Coast of Africa.	North.		*W. Coast of Africa.*	North.	
Loango Bay.....	4° 37′	11°30′ E.	Fish Bay.....	16°30′	12° 0′ E.
Melemba Bay	5 20		Walwish (Whale)		
Cabinda.....	5 35	12 10	Bay	22 54	13 55
River Zaire.....	6 5	12 30	Sandwich Harbour	23 30	14 2
Ambriz	7 58	13 16	Elizabeth Bay....	27 0	15 37
S. Paul de Loando	9 0	13 40	Cape Voltas.....	29 00	16 15
Cape Ledo.....	9 45	13 33	Island Fernando Po	3 10	7 20
St. Philip of Ben-			Prince's Island ..	1 40	7 5
guela	12 35	13 30	St. Thomas's Is-		
Cape Euspe	15 14	12 14	land.....	0 10	6 35
Cape Negro.....	15 56	11 56	Anne-Bona.....	1 30S	5 50

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ERRATA TO VOL. II.

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10,	8,	*from bottom*, communication, *read* communications.
26,	16,	cotton, *read* cottons.
30,	11,	*from bottom*, of merchant marine, *read* of the merchant marine.
44,	6,	fish is, *read* fish are.
78,	3,	the town and river, *read* the town on the river.
87,	5,	Groyné, *read* Groyne.
98,	8,	as merit and interest, *read* as by merit and interest.
—	ultimo,	of which, *read* of whom.
93,	8,	*from bottom*, sail-cloth is, *read* sail-cloth are.
96,	8,	Jarvis, *read* Jervis.
114,	8,	their nets, *read* the nets.
177,	12,	*from bottom*, itself, *read* herself.
190,	14,	side, *read* sides.
198,	7,	stronger, *read* strongest.
141,	4,	*from bottom*, port, *read* fort.
144,	5,	——— Magarca, *read* Majorca.
144,	15,	assent, *read* ascent.
146,	5,	Gundia, *read* Gandia.
152,	6,	*from bottom*, town, *read* tower.
153,	17,	communication, *read* communicating.
154,	6,	*from bottom*, on the road, *read* in the road.
155,	7,	——— in an open, *read* on an open.
156,	4,	form banks, *read* forms banks.
163,	5,	*from bottom*, which throw in a great swell, prolonging its west shore. The read which throw in a great swell. Prolonging its west shore, the
168,	permit,	*for* ministers for not, *read* ministers, for not
170,	17,	peninsula, *read* peninsular.
170,	19,	and its foot, *read* and at its foot.
170,	5,	*from bottom*, probably, *read* properly.
194,	4,	Porto, *read* Portus.
193,	12,	were kept, *read* was kept.
212,	10,	*from bottom, and note*, Fuimicino, *read* Fiumicino.
314,	ultimo,	fort, *read* fast.
357,	Note,	navigator, *read* navigators.
414,	9,	*from bottom*, afford, *read* affords.
507,	15,	exhalations, *read* exhalation.
528,	2,	commences, *read* commence.